Project Prioritization Process - 2014-2019 TIP Development - Individual Project Scores

Lead Agency	Project	Page Number
ABQ Ride	Coors Cooridor Park & Ride	2
ABQ Ride	Fixed Route Expansions	3
ABQ Ride	TDM - Travel Demand Management	4
ABQ-DMD	Alameda Improvements, 2nd St - I-25	5
ABQ-DMD	Bear Canyon Arroyo Trail	6
ABQ-DMD	Bicycle/Pedestrian Safety Education Program for Youth	7
ABQ-DMD	Bicycle Facilities Program & Activities	8
ABQ-DMD	Great Streets - Central Ave & Menaul Blvd	9
ABQ-DMD	ITS-Albuquerque Traffic Management System	10
ABQ-DMD	Lomas Blvd Improvements, Washington - San Mateo	11
ABQ-DMD	New Trails Construction	12
ABQ-DMD	Osuna Blvd Improvements, 2nd St - north Diversion Channel	13
ABQ-DMD	Paseo del Volcan ROW Study & Purchase	14
ABQ-DMD	Trails Resurfacing & Reconstruction	15
ABQ-DMD	West Central Ave Improvements, River - San Pasquale	16
ABQ-DMD	Westside Blvd Widening, Golf Course Rd - NM 528	17
ABQ-DMD	Zuni Road Improvements, Washington - Central	18
Belen	Main Street Safety	19
Belen	North Belen Interchange	20
Bernalillo County	2nd St Complete Corridor, Woodward St - Sandia Salida	21
Bernalillo County	2nd St Multi-Use Trail	22
Bernalillo County	Bridge Blvd Reconstruction, Coors Blvd - Barelas Bridge	23
Bernalillo County	Sunport Blvd Extension, Broadway - I-25	24
Corrales	Bridge over the Harvey Jones Channel	25
Corrales	Loma Larga Drive @ Meadowlark Intersection Improvements	26
Los Lunas	Camelot Blvd Extension	27
Los Lunas	Carson-Aspen-NMRX Station Road, Bike Improvements	28
Los Lunas	I-25 / NM 6 Interchange Beautification Phase II	29
Los Lunas	SE Los Lentes Road Improvements	30
Los Lunas	NM 6 and Riverpark Rd Intersection Improvements	31
Los Lunas	North NM 314 Bicycle and Pedestrian Improvements	32
Los Lunas	River Crossing (Relief Route) ROW Preservation	33
MRCOG	CMP Transportation Assessment Program	34
MRCOG	Regional Traffic Surveillance Program	35
MRCOG/NMDOT	ITS Incident Management & Signal Operations Enhancements	36
NMDOT	Coors Blvd Sidewalk & ADA Enhancements	37
NMDOT	Courtesy Patrols / Motorist Assistance	38
NMDOT	Design On Call Placeholder	39
NMDOT	I-25/NM 6 Enhancements - Phase II	40
NMDOT	I-40 EB On/Off Ramp at Rio Puerco (Rural)	41
NMDOT	I-40 EB On/Off Ramp at Rio Puerco (Large Urban)	42
Peralta	Molina Roadway and Pedestrian Improvements	43
Rio Metro	NW Metro Area Bus Rapid Transit Implementation Phase 1	44
Rio Metro	Transit Studies & Planning	45
Rio Metro	Transit Facilities	46
Rio Metro	UNM & CNM Area Transportation & Land Use Coordination	47
Rio Rancho	Southern Blvd Reconstruction Phase 1	48
Valencia County	El Cerro Mission Blvd Intersection Improvements	49
Valencia County	Gabaldon Road	50
Valencia County	Manzano Express Way	51
Valencia County	Meadowlake Road	52
Valencia County	Mill Road	53
Valencia County	NM 263 & Hwy 47 Street Lights	54

Agency: ABQ Ride
Project: Coors Blvd Park and Ride
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.772	3	2
		Pedestrian Risk Area	majority of project along high risk areas		2	2
		Safety Strategy	transit facility security, lighting improvements		2	2
	Environmental Justice	Minority Population		71.4%	2	1
		Income Level	54653/47481	115%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Primary Transit Facility	Tier I and Tier II transit facility		5	4
		River Crossing	provide river crossing service		3	3
	People Movement	Vehicle + Transit Users		52283	4	4
	Intelligent Transportation Systems	ITS Implementation	ITS transit elements		2	2
	Intermodal Connectivity	Intermodal Connectivity	new transit facility		4	4
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	Park and ride facilities along Coors is a **high** priority		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		9.24	4	1
		Future Activity Density		12.80	4	2
		Activity Density Growth		38.4%	2	0
	Freight	Freight Strategy	does not include freight strategies		2	0
		Project Location	primary freight corridor		1	1
	Local Priorities	Local Funding	511236/3511236 = 0.1456	100%	4	0
		Land Use Conformity	none stated		3	0
Total					65	38

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	6
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	7
People Movement	4	4
Intelligent Transp. System	2	2
Intermodal Connectivity	4	4
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	3
Freight	3	1
Local Priorities	7	0
Total	65	38

Agency: ABQ Ride
Project: Fixed Route Expansion
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates	Citywide average	1.028	3	1
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population	Citywide average	57.9%	2	1
		Income Level	Citywide average = $46,662	98%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Primary Transit Facility	systemwide		5	3
		River Crossing			3	
	People Movement	Vehicle + Transit Users	Citywide average	21492	4	1
	Intelligent Transportation Systems	ITS Implementation	potential ITS components		2	2
	Intermodal Connectivity	Intermodal Connectivity	connections to major transit facilities		4	4
	Alternate Modes	Alternate Modes			3	0
	Performance Strategy	Performance Strategy	medium - general transit service expansion		4	2
Econ Activity	*High Activity Areas*	Current Activity Density	Citywide average	8.76	4	1
		Future Activity Density	Citywide average	13.42	4	2
		Activity Density Growth	Citywide average	53.1%	2	0
	Freight	Freight Strategy	not a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	1839045/7339045 = 0.2506	172%	4	2
		Land Use Conformity	none stated		3	0
Total					65	26

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	1
Environmental Justice	4	2
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	4
Alternate Modes	3	0
Performance Strategy	4	2
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	2
Total	65	26

Agency: ABQ Ride / Rio Metro
Project: TDM Program
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.000	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population	AMPA average	57.9%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Primary Transit Facility	systemwide		5	3
		River Crossing			3	0
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intelligent Transportation Systems	ITS Implementation	real time traveler info		2	2
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes			3	0
	Performance Strategy	Performance Strategy	high priority regional TDM strategies		4	4
Econ Activity	*High Activity Areas*	Current Activity Density	AMPA average	0.84	4	0
		Future Activity Density	AMPA average	1.55	4	0
		Activity Density Growth	AMPA average	83.3%	2	0
	Freight	Freight Strategy			2	0
		Project Location	does not target freight facilities		1	0
	Local Priorities	Local Funding	616491/4234141 = 0.1456	100%	4	0
		Land Use Conformity	none stated		3	0
Total					65	17

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	0
Total	65	17

Agency: City of Albuquerque
Project: Alameda Blvd Improvements: 2nd St - I-25
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	net emissions increase		3	0
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		0.66097	3	0
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	pavement marking; ped. signage		2	2
	Environmental Justice	Minority Population		55%	2	1
		Income Level	66560/47481	140%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure	primarily widening	75%	3	3
Mobility	*Geographic Need*	Congested Corridor	Alameda #1		4	4
		Congested Link	Avg: V-C / Speed Differential	0.788 / 24.1%	4	2
	People Movement	Vehicle + Transit Users		35477	4	3
	Intelligent Transportation Systems	ITS Implementation	yes - ITS components		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	high - new travel lanes		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		11.91	4	2
		Future Activity Density		17.21	4	2
		Activity Density Growth		45%	2	0
	Freight	Freight Strategy	no specific strategy		2	0
		Project Location	primary freight corridor		1	1
	Local Priorities	Local Funding	4262992/14398992 = 0.2961	203%	4	4
		Land Use Conformity	North I-25 Sector Plan		3	3
Total					65	36

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	3
Geographic Need	8	6
People Movement	4	3
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	4
Freight	3	1
Local Priorities	7	7
Total	65	36

Agency: City of Albuquerque
Project: Bear Canyon Arroyo Trail
Type: Pedestrian/Bicycle
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	Net emissions reduction		3	3
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		0.836	3	0
		Pedestrian Risk Area	portion of project in high risk area		2	1
		Safety Strategy	separated trail		2	2
	Environmental Justice	Minority Population		45.1%	2	0
		Income Level	42633/47481	89.8%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	fills gap		4	4
		Access to Activity Center	provides access to Jefferson/I-25 center		3	2
		Access to School/Campus			3	0
	People Movement	Vehicle + Transit Users		14122	4	0
	Intermodal Connectivity	Intermodal Connectivity	no transit service along Osuna		4	0
	Alternate Modes	Alternate Modes	new bike trail		3	3
	Performance Strategy	Performance Strategy	medium - off-street trail		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		14.91	4	2
		Future Activity Density		16.09	4	2
		Activity Density Growth		7.9%	2	0
	Freight	Freight Strategy			2	0
		Project Location			1	0
	Local Priorities	Local Funding	0.1456 = minimum match	100%	4	0
		Land Use Conformity	Trails and Bikeways Facilities Plan - general		3	1
Total					65	23

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	3
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	10	6
People Movement	4	0
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	4
Freight	3	0
Local Priorities	7	1
Total	65	23

Agency: City of Albuquerque
Project: AMPA Wide Bicycle/Pedestrian Safety Education Program for Youth
Type: Pedestrian/Bicycle
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.000	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	bicycle education		2	2
	Environmental Justice	Minority Population	AMPA average	57.9%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	systemwide		4	1
		Access to Activity Center	systemwide		3	1
		Access to School/Campus	project affects schools regionally		3	2
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes	bicycle/pedestrian project		3	3
	Performance Strategy	Performance Strategy	education		4	2
Econ Activity	*High Activity Areas*	Current Activity Density	AMPA average	0.84	4	0
		Future Activity Density	AMPA average	1.55	4	0
		Activity Density Growth	AMPA average	83.3%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	93332/373332 = 0.25	172%	4	2
		Land Use Conformity	Trails and Bikeways Facilities Plan - general		3	1
Total					65	22

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	10	4
People Movement	4	1
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	3
Total	65	22

Agency: City of Albuquerque
Project: AMPA Wide Bicycle Facilities Program & Activities
Type: Pedestrian/Bicycle
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.000	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	bicycle education		2	2
	Environmental Justice	Minority Population	AMPA average	57.9%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	systemwide		4	2
		Access to Activity Center	systemwide		3	1
		Access to School/Campus			3	0
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes	bicycle/pedestrian project		3	3
	Performance Strategy	Performance Strategy	encouragement activities		4	2
Econ Activity	*High Activity Areas*	Current Activity Density	AMPA average	0.84	4	0
		Future Activity Density	AMPA average	1.55	4	0
		Activity Density Growth	AMPA average	83.3%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	59644/409644 = 0.1456	100%	4	0
		Land Use Conformity	Trails and Bikeways Facilities Plan - general		3	1
Total					65	19

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	10	3
People Movement	4	1
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	1
Total	65	19

Agency: City of Albuquerque
Project: Great Streets: Central Ave & Menaul Blvd
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates		1.4439	3	1
		Pedestrian Risk Area	high pedestrian risk area		2	2
		Safety Strategy	several safety strategies		2	2
	Environmental Justice	Minority Population		73.4%	2	1
		Income Level	35241/47481	74.2%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	Central #20; Menaul #27		4	2
		Congested Link	Avg: V-C / Speed Differential	0.51 / 20.3%	4	1
	People Movement	Vehicle + Transit Users		30040	4	3
	Intelligent Transportation Systems	ITS Implementation	various ITS elements		1	1
		Project Location	ITS corridors		1	1
	Intermodal Connectivity	Intermodal Connectivity	none stated		4	0
	Alternate Modes	Alternate Modes	new bike lanes and sidewalks		3	3
	Performance Strategy	Performance Strategy	Central: on street bicycle treatments (high)		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		14.41	4	2
		Future Activity Density		17.96	4	2
		Activity Density Growth		24.7%	2	0
	Freight	Freight Strategy	does not include freight strategies		2	0
		Project Location	majority of project along freight corridor		1	1
	Local Priorities	Local Funding	5894055/15933895 = 0.3699	254%	4	4
		Land Use Conformity	conforms to various plans		3	3
Total					65	38

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	5
Environmental Justice	4	3
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	3
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	4
Freight	3	1
Local Priorities	7	7
Total	65	38

Agency: City of Albuquerque
Project: ITS Traffic Management System
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficiency improvements		3	1
		Cost-Benefit Analysis	efficiency improvements		3	1
	Safety	Vehicle Crash Rates	Citywide average	1.028	3	1
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	incident management plans		2	2
	Environmental Justice	Minority Population	Citywide average	57.9%	2	1
		Income Level	Citywide average = $46,662	98%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	systemwide		4	1
		Congested Link			4	0
	People Movement	Vehicle + Transit Users	Citywide average	21492	4	1
	Intelligent Transportation Systems	ITS Implementation			1	1
		Project Location	ITS corridors		1	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes			3	0
	Performance Strategy	Performance Strategy	multiple low priority strategies		4	2
Econ Activity	*High Activity Areas*	Current Activity Density	Citywide average	8.76	4	1
		Future Activity Density	Citywide average	13.42	4	2
		Activity Density Growth	Citywide average	53.1%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	2536642/12859352 = 0.1973	136%	4	1
		Land Use Conformity			3	0
Total					65	17

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	3
Environmental Justice	4	2
Preserve Existing Infrastructure	3	0
Geographic Need	8	1
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	2
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	1
Total	65	17

Agency: City of Albuquerque
Project: Lomas Blvd Improvements: Washington - San Mateo
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions increase		3	0
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		1.199252	3	1
		Pedestrian Risk Area	high pedestrian risk area		2	2
		Safety Strategy	ped. median/signal detection		2	2
	Environmental Justice	Minority Population		38.8%	2	0
		Income Level	44424/47481	93.6%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		75%	3	3
Mobility	*Geographic Need*	Congested Corridor	Lomas #26		4	1
		Congested Link	Avg: V-C / Speed Differential	0.379 / 22.3%	4	1
	People Movement	Vehicle + Transit Users		19645	4	1
	Intelligent Transportation Systems	ITS Implementation	yes - ITS components		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	required ADA compliance		3	0
	Performance Strategy	Performance Strategy	high - intersection turn lanes		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		18.22	4	3
		Future Activity Density		21.42	4	3
		Activity Density Growth		18%	2	0
	Freight	Freight Strategy	does not include freight strategies		2	0
		Project Location	not a freight corridor		1	0
	Local Priorities	Local Funding	85206/585211 = 0.1456	100%	4	0
		Land Use Conformity	yes - but no citation provided		3	0
Total					65	24

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	5
Environmental Justice	4	1
Preserve Existing Infrastructure	3	3
Geographic Need	8	2
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	6
Freight	3	0
Local Priorities	7	0
Total	65	24

Agency: City of Albuquerque
Project: New Trail Construction
Type: Bicycle/Pedestrian
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates		0.781	3	0
		Pedestrian Risk Area	high risk pedestrian area		2	2
		Safety Strategy	separated trail facility		2	2
	Environmental Justice	Minority Population		68.8%	2	1
		Income Level	34546/47481	72.8%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	fills gap		4	4
		Access to Activity Center	access to park		3	1
		Access to School/Campus			3	0
	People Movement	Vehicle + Transit Users		22129	4	1
	Intermodal Connectivity	Intermodal Connectivity	no adjacent transit service		4	0
	Alternate Modes	Alternate Modes	bicycle/pedestrian project		3	3
	Performance Strategy	Performance Strategy	High - I-40 off-street bicycle facilities		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		11.25	4	2
		Future Activity Density		14.45	4	2
		Activity Density Growth		28.4%	2	0
	Freight	Freight Strategy	not a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	900001/2400001 = 0.375	258%	4	4
		Land Use Conformity	Trails and Bikeways Facilities Plan - general		3	1
Total					65	32

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	4
Environmental Justice	4	3
Preserve Existing Infrastructure	3	0
Geographic Need	10	5
People Movement	4	1
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	4
Freight	3	0
Local Priorities	7	5
Total	65	32

Agency: City of Albuquerque
Project: Osuna Blvd Improvements: 2nd St - N. Diversion Channel
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	net emissions increase		3	0
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		0.738	3	0
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	several - including separated trail		2	2
	Environmental Justice	Minority Population		60%	2	1
		Income Level	49193/47481	104%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure	widening/reconstruction	75%	3	3
Mobility	*Geographic Need*	Congested Corridor	Osuna #18		4	2
		Congested Link	Avg: V-C / Speed Differential	0.61 / 28.9%	4	2
	People Movement	Vehicle + Transit Users		25213	4	2
	Intelligent Transportation Systems	ITS Implementation	yes - ITS components		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	bike lanes/multi-use trail		3	3
	Performance Strategy	Performance Strategy	Medium - ITS, multi-use trail		4	3
Econ Activity	*High Activity Areas*	Current Activity Density		13.08	4	2
		Future Activity Density		16.68	4	2
		Activity Density Growth		27.5%	2	0
	Freight	Freight Strategy	none		2	0
		Project Location	not a designated freight corridor		1	0
	Local Priorities	Local Funding	14472472/18472472 = 0.78346	538%	4	4
		Land Use Conformity	Comp Plan/Bikeways Plan - general		3	1
Total					65	29

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	3
Geographic Need	8	4
People Movement	4	2
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	3
High Activity Areas	10	4
Freight	3	0
Local Priorities	7	5
Total	65	29

Agency: City of Albuquerque
Project: Paseo del Volcan ROW Study and Purchase
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	ROW acquisition - project scope unknown		3	0
		Cost-Benefit Analysis	ROW acquisition - project scope unknown		3	0
	Safety	Vehicle Crash Rates	not an existing facility		3	0
		Pedestrian Risk Area	not an existing facility		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		62%	2	1
		Income Level	69208/47481	146%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure			3	0
Mobility	*Geographic Need*	Congested Corridor			4	0
		Congested Link			4	0
	People Movement	Vehicle + Transit Users	Atrisco Vista used as proxy	2244	4	0
	Intelligent Transportation Systems	ITS Implementation	none		1	0
		Project Location	not an existing facility		1	0
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	none		3	0
	Performance Strategy	Performance Strategy	Low - New Roadway		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		0.04	4	0
		Future Activity Density		3.81	4	0
		Activity Density Growth		9869%	2	2
	Freight	Freight Strategy	new freight corridor		2	2
		Project Location	not an existing facility		1	0
	Local Priorities	Local Funding	766854/5266854 = 0.1456	100%	4	0
		Land Use Conformity	Westside Strategic Plan - general		3	1
Total					65	8

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	0
People Movement	4	0
Intelligent Transp. System	2	0
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	2
High Activity Areas	10	2
Freight	3	2
Local Priorities	7	1
Total	65	8

Agency: City of Albuquerque
Project: Albuquerque City Trails Resurfacing and Reconstruction
Type: Bicycle/Pedestrian
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficiency improvements		3	1
		Cost-Benefit Analysis	efficiency improvements		3	1
	Safety	Vehicle Crash Rates	Citywide average	1.028	3	1
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population	Citywide average	57.9%	2	1
		Income Level	Citywide average = $46,662	98%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	3	3
Mobility	*Geographic Need*	Fills Gap/Extends Network	Systemwide		4	2
		Access to Activity Center	Systemwide		3	1
		Access to School/Campus	Systemwide		3	1
	People Movement	Vehicle + Transit Users	Citywide average	21492	4	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes	bicycle/pedestrian project		3	3
	Performance Strategy	Performance Strategy	medium - off street bicycle facilities		4	2
Econ Activity	*High Activity Areas*	Current Activity Density	Citywide average	8.76	4	1
		Future Activity Density	Citywide average	13.42	4	2
		Activity Density Growth	Citywide average	53.1%	2	0
	Freight	Freight Strategy	not a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	799998/3199980 = 0.25	172%	4	2
		Land Use Conformity	Trails and Bikeways Facilities Plan - general		3	1
Total					65	24

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	1
Environmental Justice	4	2
Preserve Existing Infrastructure	3	3
Geographic Need	10	4
People Movement	4	1
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	3
Total	65	24

Agency: City of Albuquerque
Project: West Central: River to San Pasquale
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficiency improvements		3	1
		Cost-Benefit Analysis	efficiency improvements		3	1
	Safety	Vehicle Crash Rates		1.4695	3	1
		Pedestrian Risk Area	High pedestrian risk area		2	2
		Safety Strategy	various safety strategies		2	2
	Environmental Justice	Minority Population		60.8%	2	1
		Income Level	57609/47481	121%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	Central #20 ranked corridor		4	2
		Congested Link	Avg: V-C / Speed Differential	0.58 / 14.6%	4	0
	People Movement	Vehicle + Transit Users		31225	4	3
	Intelligent Transportation Systems	ITS Implementation	various ITS elements		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes	new bicycle lanes		3	3
	Performance Strategy	Performance Strategy	various including on-street bicycle (high)		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		8.02	4	1
		Future Activity Density		9.19	4	1
		Activity Density Growth		14.5%	2	0
	Freight	Freight Strategy	does not contain freight strategies		2	0
		Project Location	designated freight corridor		1	1
	Local Priorities	Local Funding	766854/5266854 = 0.1456		4	0
		Land Use Conformity	Central Ave Streetscape		3	3
Total					65	28

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	5
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	2
People Movement	4	3
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	2
Freight	3	1
Local Priorities	7	3
Total	65	28

Agency: City of Albuquerque
Project: Westside Blvd Widening: Golf Course Rd - NM 528
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	net emissions increase		3	0
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		0.171	3	0
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	signal detection; signage		2	2
	Environmental Justice	Minority Population		48%	2	0
		Income Level	76141/47481	160%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure	widening/capacity expansion	75%	3	3
Mobility	*Geographic Need*	Congested Corridor	Principal Arterial		4	1
		Congested Link			4	0
	People Movement	Vehicle + Transit Users		8723	4	0
	Intelligent Transportation Systems	ITS Implementation	yes - ITS components		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	medium: bike lanes; Irving - new travel lanes		4	3
Econ Activity	*High Activity Areas*	Current Activity Density		6.63	4	1
		Future Activity Density		12.71	4	2
		Activity Density Growth		91.7%	2	0
	Freight	Freight Strategy	none		2	0
		Project Location	not a freight corridor		1	0
	Local Priorities	Local Funding	1431648/6133895 = 0.2334	160%	4	2
		Land Use Conformity	Westside McMahon Corridor Study		3	3
Total					65	22

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	2
Environmental Justice	4	0
Preserve Existing Infrastructure	3	3
Geographic Need	8	1
People Movement	4	0
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	3
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	5
Total	65	22

Agency: City of Albuquerque
Project: Zuni Road Improvements: Washington - Central
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.121905	3	1
		Pedestrian Risk Area	high pedestrian risk area		2	2
		Safety Strategy	yes - several		2	2
	Environmental Justice	Minority Population		75.6%	2	2
		Income Level	23598/47481	49.7%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		75%	3	3
Mobility	*Geographic Need*	Congested Corridor	Principal Arterial		4	1
		Congested Link	not eligible		4	0
	People Movement	Vehicle + Transit Users		20468	4	1
	Intelligent Transportation Systems	ITS Implementation	yes - ITS components		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	none		4	0
	Alternate Modes	Alternate Modes	bike lanes		3	3
	Performance Strategy	Performance Strategy	medium - on-street bicycle treatments		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		18.72	4	3
		Future Activity Density		21.32	4	3
		Activity Density Growth		13.9%	2	0
	Freight	Freight Strategy	not a freight corridor		2	0
		Project Location	not a freight corridor		1	0
	Local Priorities	Local Funding	340824/2340824 = 0.1456	100%	4	0
		Land Use Conformity	Trumball/East Gateway - general		3	1
Total					65	34

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	5
Environmental Justice	4	4
Preserve Existing Infrastructure	3	3
Geographic Need	8	1
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	6
Freight	3	0
Local Priorities	7	1
Total	65	34

Agency: City of Belen
Project: Main Street Safety
Type: Pedestrian
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	average per intersection (2)	19	3	2
		Pedestrian Risk Area	high pedestrian risk area		2	2
		Safety Strategy	pedestrian crossing		2	2
	Environmental Justice	Minority Population		67%	2	1
		Income Level	42355/42044	101%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	Principal Arterial		3	3
		Key Destination	multiple schools within 1/4 mile		3	2
	People Movement	Traffic Volume (AWDT)		18020	3	3
	Intelligent Transportation Systems	ITS Implementation	none stated		2	0
	Intermodal Connectivity	Intermodal Connectivity	none stated		3	0
	Alternate Modes	Alternate Modes	pedestrian crossing		3	3
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		9.04	3	3
		Future Activity Density		10.51	3	3
		Activity Density Growth		16.2%	2	0
	Local Priorities	Local Funding	7607/52246	100.0%	4	0
		Land Use Conformity	Belen Comp. Plan		3	3
Total					50	27

Summary Table

Criterion	Max	Points
Safety	7	6
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	5
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	0
High Activity Areas	8	6
Local Priorities	7	3
Total	50	27

Agency: City of Belen
Project: North Belen Interchange
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	no recorded crashes		3	0
		Pedestrian Risk Area	no record of ped. crashes		2	0
		Safety Strategy	none listed		2	0
	Environmental Justice	Minority Population		60%	2	1
		Income Level	avg = $50,248	120%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	Interstate		3	3
		Key Destination	none		3	0
	People Movement	Traffic Volume (AWDT)		6634	3	2
	Intelligent Transportation Systems	ITS Implementation	none listed		2	0
	Intermodal Connectivity	Intermodal Connectivity	Intermodal freight		3	3
	Alternate Modes	Alternate Modes	No		3	0
	Performance Strategy	Performance Strategy	none listed		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		0.722	3	1
		Future Activity Density		3.278	3	1
		Activity Density Growth		354.0%	2	2
	Local Priorities	Local Funding	728000/5000000	100.0%	4	0
		Land Use Conformity	North Gateway Plan		3	3
Total					50	16

Summary Table

Criterion	Max	Points
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	3
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	4
Local Priorities	7	3
Total	50	16

Agency: Bernalillo County
Project: 2nd St Complete Corridor
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates		1.299	3	1
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	several safety strategies		2	2
	Environmental Justice	Minority Population		79.2%	2	2
		Income Level	45494/47481	96%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		80%	3	3
Mobility	*Geographic Need*	Congested Corridor	functional class = urban collector		4	0
		Congested Link	not a congested corridor		4	0
	People Movement	Vehicle + Transit Users		7942	4	0
	Intelligent Transportation Systems	ITS Implementation	various ITS elements		1	1
		Project Location	not a designated ITS corridor		1	0
	Intermodal Connectivity	Intermodal Connectivity	single transit element - shelters		4	1
	Alternate Modes	Alternate Modes	new bike facilities		3	3
	Performance Strategy	Performance Strategy	Medium - on and off street bicycle		4	3
Econ Activity	*High Activity Areas*	Current Activity Density		1.88	4	0
		Future Activity Density		3.50	4	0
		Activity Density Growth		85.7%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	2184000/15000000 = 0.1456	100%	4	0
		Land Use Conformity	BC Ped./Bicyclist Safety Action Plan		3	3
Total					65	23

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	3
Environmental Justice	4	3
Preserve Existing Infrastructure	3	3
Geographic Need	8	0
People Movement	4	0
Intelligent Transp. System	2	1
Intermodal Connectivity	4	1
Alternate Modes	3	3
Performance Strategy	4	3
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	3
Total	65	23

Agency: Bernalillo County
Project: 2nd St Multi-Use Trail
Type: Pedestrian-Bicycle
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates		1.299	3	1
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	parallel off-street facilities		2	2
	Environmental Justice	Minority Population		79.2%	2	2
		Income Level	45494/47481	95.8%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	extends network		4	4
		Access to Activity Center	Access to Valle de Oro WR		3	1
		Access to School/Campus	Mountain View ES		3	3
	People Movement	Vehicle + Transit Users		7942	4	0
	Intermodal Connectivity	Intermodal Connectivity	no		4	0
	Alternate Modes	Alternate Modes	bicycle/pedestrian project		3	3
	Performance Strategy	Performance Strategy	improvements and amenities		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		1.88	4	0
		Future Activity Density		3.50	4	0
		Activity Density Growth		85.7%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	567840/3900000 = 0.1456	100%	4	0
		Land Use Conformity	BC Ped./Bicyclist Safety Action Plan		3	3
Total					65	27

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	3
Environmental Justice	4	3
Preserve Existing Infrastructure	3	0
Geographic Need	10	8
People Movement	4	0
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	3
Total	65	27

Agency: Bernalillo County
Project: Bridge Blvd Reconstruction: Coors Blvd - Barelas Bridge
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates		1.36	3	1
		Pedestrian Risk Area	medium risk pedestrian area		2	1
		Safety Strategy	various safety strategies		2	2
	Environmental Justice	Minority Population	39882/47481	84.0%	2	2
		Income Level		87.2%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	3	3
Mobility	*Geographic Need*	Congested Corridor	Bridge Blvd #4		4	4
		Congested Link	Avg: V-C / Speed Differential	0.62 / 23.0%	4	1
	People Movement	Vehicle + Transit Users		26800	4	2
	Intelligent Transportation Systems	ITS Implementation	various ITS elements		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	multiple transit elements		4	2
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	High - ITS, transit, bicycle treatments		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		8.46	4	1
		Future Activity Density		10.37	4	1
		Activity Density Growth		22.6%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	designated freight corridor		1	1
	Local Priorities	Local Funding	3685078/25309610 = 0.1456	100%	4	0
		Land Use Conformity	Bridge Village Centers and Corridor Plan		3	3
Total					65	37

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	4
Environmental Justice	4	3
Preserve Existing Infrastructure	3	3
Geographic Need	8	5
People Movement	4	2
Intelligent Transp. System	2	2
Intermodal Connectivity	4	2
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	2
Freight	3	1
Local Priorities	7	3
Total	65	37

Agency: **Bernalillo County**
Project: **Sunport Blvd Extension**
Type: **Roadway**
Geography: **Large Urban**

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	net emissions increase		3	0
		Cost-Benefit Analysis			3	0
	Safety	Vehicle Crash Rates		0.63	3	0
		Pedestrian Risk Area	not a high pedestrian risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		86.1%	2	2
		Income Level	29708/47841	62%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	Principal Arterial		4	1
		Congested Link	not a CMP congested corridor		4	0
	People Movement	Vehicle + Transit Users		18308	4	3
	Intelligent Transportation Systems	ITS Implementation	various ITS		1	1
		Project Location	ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	Sunport		4	4
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	multiple low priority strategies		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		3.90	4	0
		Future Activity Density		9.73	4	1
		Activity Density Growth		149.3%	2	2
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	4715299/15226718 = 0.3097	213%	4	4
		Land Use Conformity	ABQ/BernCo Comp Plan - general		3	1
Total					65	27

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	0
Environmental Justice	4	4
Preserve Existing Infrastructure	3	0
Geographic Need	8	1
People Movement	4	3
Intelligent Transp. System	2	2
Intermodal Connectivity	4	4
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	5
Total	65	27

Agency: Village of Corrales
Project: Bridge over the Harvey Jones Channel
Type: Bicycle/Pedestrian
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	low cost-benefit		3	0
	Safety	Vehicle Crash Rates	no crashes in project area		3	0
		Pedestrian Risk Area	no crashes in project area		2	0
		Safety Strategy	separated bicycle trail		2	2
	Environmental Justice	Minority Population		34.1%	2	0
		Income Level	86313/57158	151%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	fills gap		4	4
		Access to Activity Center	no immediate connections		3	0
		Access to School/Campus	no immediate connections		3	0
	People Movement	Vehicle + Transit Users		4724	4	0
	Intermodal Connectivity	Intermodal Connectivity	no immediate connections		4	0
	Alternate Modes	Alternate Modes	new bicycle facilities		3	3
	Performance Strategy	Performance Strategy	physical improvements		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		1.46	4	0
		Future Activity Density		2.24	4	0
		Activity Density Growth		52.9%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	271400/1073800 = 0.2527	174%	4	2
		Land Use Conformity	Corrales Master Trails Plan/Village Comp. Plan		3	3
Total					65	19

Summary Table

Criterion	Max	Points
Air Quality	6	3
Safety	7	2
Environmental Justice	4	0
Preserve Existing Infrastructure	3	0
Geographic Need	10	4
People Movement	4	0
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	5
Total	65	19

Agency: Village of Corrales
Project: Loma Larga @ Meadowlark Ln. Intersection Improvements
Type: Bicycle/Pedestrian
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	intersection reconstruction		3	1
		Cost-Benefit Analysis	intersection reconstruction		3	1
	Safety	Vehicle Crash Rates		1.514	3	2
		Pedestrian Risk Area	low pedestrian risk area		2	0
		Safety Strategy	protected bicycle/pedestrian crossing		2	2
	Environmental Justice	Minority Population		30.4%	2	0
		Income Level	88543/57158	155%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Fills Gap/Extends Network	equivalent to filling a gap in the network		4	4
		Access to Activity Center			3	0
		Access to School/Campus			3	0
	People Movement	Vehicle + Transit Users		5539	4	0
	Intermodal Connectivity	Intermodal Connectivity	no direct connections		4	0
	Alternate Modes	Alternate Modes	bicycle elements		3	3
	Performance Strategy	Performance Strategy	physical improvements		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		2.16	4	0
		Future Activity Density		2.48	4	0
		Activity Density Growth		14.8%	2	0
	Freight	Freight Strategy			2	0
		Project Location			1	0
	Local Priorities	Local Funding	137000/337000 = 0.4065	279%	4	4
		Land Use Conformity	Corrales Master Trails Plam/Village Comp. Plan		3	3
Total					65	22

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	4
Environmental Justice	4	0
Preserve Existing Infrastructure	3	0
Geographic Need	10	4
People Movement	4	0
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	2
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	7
Total	65	22

Agency: Village of Los Lunas
Project: Camelot Blvd Extension
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	not an existing road		3	0
		Pedestrian Risk Area	not an existing road		2	0
		Safety Strategy	yes - intersection geometry		2	2
	Environmental Justice	Minority Population		58%	2	1
		Income Level	41147/42044	98%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	Urban Collector		3	1
		Key Destination			3	0
	People Movement	Traffic Volume (AWDT)		2706	3	1
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	new or extended roadway		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		2.00	3	3
		Future Activity Density		3.51	3	1
		Activity Density Growth		75%	2	0
	Local Priorities	Local Funding	575120/1975000	200%	4	4
		Land Use Conformity	Los Lunas Transp. Study		3	3
Total					50	23

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	2
Preserve Existing Infrastructure	4	0
Geographic Need	6	1
People Movement	3	1
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	4
Local Priorities	7	7
Total	50	23

Agency: Village of Los Lunas
Project: Carson-Aspen-NMRX Station Road, Bike Improvements
Type: Bicycle/Pedestrian
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates			3	0
		Pedestrian Risk Area			2	0
		Safety Strategy	Yes - bike/ped crossing		2	2
	Environmental Justice	Minority Population		73%	2	1
		Income Level	43247/42044	103%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		78%	4	3
Mobility	*Geographic Need*	Functional Class	Courthouse Rd - Collector		3	1
		Key Destination	planned park		3	2
	People Movement	Traffic Volume (AWDT)		6333	3	2
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	Yes - NMRX Station		3	3
	Alternate Modes	Alternate Modes	yes		3	3
	Performance Strategy	Performance Strategy	off-street multi-use trail		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		6.11	3	3
		Future Activity Density		9.98	3	3
		Activity Density Growth		63%	2	0
	Local Priorities	Local Funding	451260/1550000	200%	4	4
		Land Use Conformity	LL Station Area Plan		3	3
Total					50	33

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	4	3
Geographic Need	6	3
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	3
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	6
Local Priorities	7	7
Total	50	33

Agency: Village of Los Lunas
Project: I-25/NM 6 Interchange Beautification
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	16 across three intersections	5.33	3	1
		Pedestrian Risk Area	medium risk area		2	1
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		59.3%	2	1
		Income Level	55211/42044	131%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		<20%	4	0
Mobility	*Geographic Need*	Functional Class	Interstate/Principal Arterial		3	3
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		10315	3	3
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	bike lanes/sidewalks		3	3
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		2.49	3	3
		Future Activity Density		6.96	3	2
		Activity Density Growth		180%	2	1
	Local Priorities	Local Funding	291200/1000000	200%	4	4
		Land Use Conformity	none stated		3	0
Total					50	22

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	0
High Activity Areas	8	6
Local Priorities	7	4
Total	50	22

Agency: Village of Los Lunas
Project: SE Los Lentes Rd Improvements
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	105 for 3 intersections	35	3	3
		Pedestrian Risk Area	no record of ped. crashes		2	0
		Safety Strategy	yes - multiple		2	2
	Environmental Justice	Minority Population		73.0%	2	1
		Income Level	$43,247	103%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		87%	4	4
Mobility	*Geographic Need*	Functional Class	Urban Collector		3	1
		Key Destination	1/4 mile of school		3	2
	People Movement	Traffic Volume (AWDT)		5390	3	2
	Intelligent Transportation Systems	ITS Implementation	none stated		2	0
	Intermodal Connectivity	Intermodal Connectivity	indirect connection		3	1
	Alternate Modes	Alternate Modes	yes - bike facilities		3	3
	Performance Strategy	Performance Strategy	Off-street multi-use trails		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		5.21	3	3
		Future Activity Density		8.40	3	3
		Activity Density Growth		61%	2	0
	Local Priorities	Local Funding	458640/2100000 = 0.2184	149.6%	4	1
		Land Use Conformity	Los Lunas NMRX Station Plan		3	3
Total					50	32

Summary Table

Criterion	Max	Points
Safety	7	5
Environmental Justice	4	1
Preserve Existing Infrastructure	4	4
Geographic Need	6	3
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	1
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	6
Local Priorities	7	4
Total	50	32

Agency: Village of Los Lunas
Project: NM 6 and Riverpark Intersection Improvements
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	no precise data		3	0
		Pedestrian Risk Area	medium risk area		2	1
		Safety Strategy	yes - roadway geometry		2	2
	Environmental Justice	Minority Population		63.3%	2	1
		Income Level	44383/42044	106%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	Principal Arterial		3	3
		Key Destination	Open Space access		3	2
	People Movement	Traffic Volume (AWDT)		24805	3	3
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	bike lanes		3	3
	Performance Strategy	Performance Strategy	int. turn lanes/bike facilities		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		1.86	3	2
		Future Activity Density		2.22	3	1
		Activity Density Growth		19%	2	0
	Local Priorities	Local Funding	62608/215000	200%	4	4
		Land Use Conformity	RiverPark Master Plan		3	3
Total					50	28

Summary Table

Criterion	Max	Points
Safety	7	3
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	5
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	3
Local Priorities	7	7
Total	50	28

Agency: Village of Los Lunas
Project: North NM 314 Bicycle/Pedestrian Improvements
Type: Pedestrian/Bicycle
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	79 across two intersections	39.5	3	3
		Pedestrian Risk Area	medium risk area		2	1
		Safety Strategy	yes - multiple		2	2
	Environmental Justice	Minority Population		66.0%	2	1
		Income Level	43157/42044	103%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	minor arterial		3	2
		Key Destination	within 1/4 mile of school		3	1
	People Movement	Traffic Volume (AWDT)		5237	3	2
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	extend connection to NMRX		3	2
	Alternate Modes	Alternate Modes	bike lanes		3	3
	Performance Strategy	Performance Strategy	on-street bicycle treatments		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		4.70	3	3
		Future Activity Density		9.55	3	3
		Activity Density Growth		103%	2	1
	Local Priorities	Local Funding	336700/1850000	125%	4	1
		Land Use Conformity	Los Lunas NMRX Station Plan		3	3
Total					50	31

Summary Table

Criterion	Max	Points
Safety	7	6
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	2
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	7
Local Priorities	7	4
Total	50	31

Agency: Village of Los Lunas
Project: River Crossing Relief Route
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	not existing road		3	0
		Pedestrian Risk Area	not existing road		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		67.0%	2	1
		Income Level	43009.8/42044	102%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	river crossing - prinicpal arterial		3	3
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)	NM 6 used as proxy	24112	3	3
	Intelligent Transportation Systems	ITS Implementation	none stated		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	New roadways		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		1.78	3	2
		Future Activity Density		2.93	3	1
		Activity Density Growth		64.6%	2	0
	Local Priorities	Local Funding	655200/3000000	150%	4	2
		Land Use Conformity	VC Mobiliy, 2035 MTP		3	3
Total					50	18

Summary Table

Criterion	Max	Points
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	3
High Activity Areas	8	3
Local Priorities	7	5
Total	50	18

Agency: MRCOG
Project: CMP Transportation Analysis Program
Type: Studies/Data Collection
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	study/data collection		3	0
		Cost-Benefit Analysis	study/data collection		3	0
	Safety	Vehicle Crash Rates		1.12	3	1
		Pedestrian Risk Area	parts of project in medium and high risk areas		2	1
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		58.0%	2	1
		Income Level	534640	>100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	Avergage #15		4	2
		Congested Link	Avg: V-C / Speed Differential	0.57 / 17.4%	4	1
	People Movement	Vehicle + Transit Users		29917	4	2
	Intelligent Transportation Systems	ITS Implementation	study/data collection		1	0
		Project Location	study/data collection		1	0
	Intermodal Connectivity	Intermodal Connectivity	study/data collection		4	0
	Alternate Modes	Alternate Modes	study/data collection		3	0
	Performance Strategy	Performance Strategy	none stated		4	0
Econ Activity	*High Activity Areas*	Current Activity Density		6.49	4	1
		Future Activity Density		9.51	4	1
		Activity Density Growth		46.5%	2	0
	Freight	Freight Strategy			2	0
		Project Location	parts of project along freight corridors		1	1
	Local Priorities	Local Funding	58240/400000 = 0.1456	100%	4	0
		Land Use Conformity			3	0
Total					65	11

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	2
Intelligent Transp. System	2	0
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	0
High Activity Areas	10	2
Freight	3	1
Local Priorities	7	0
Total	65	11

Agency: MRCOG
Project: Regional Traffic Surveillance Program
Type: Studies/Data Collection
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	study/data collection		3	0
		Cost-Benefit Analysis	study/data collection		3	0
	Safety	Vehicle Crash Rates		1.00	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population	Four county area	57.8%	2	1
		Income Level	Four county area	100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	systemwide		4	1
		Congested Link			4	0
	People Movement	Vehicle + Transit Users	Four county area	15717	4	1
	Intelligent Transportation Systems	ITS Implementation	study/data collection		1	0
		Project Location	study/data collection		1	0
	Intermodal Connectivity	Intermodal Connectivity	study/data collection		4	0
	Alternate Modes	Alternate Modes	study/data collection		3	0
	Performance Strategy	Performance Strategy	none stated		4	0
Econ Activity	*High Activity Areas*	Current Activity Density	Four county area	0.27	4	0
		Future Activity Density	Four county area	0.50	4	0
		Activity Density Growth	Four county area	82.8%	2	0
	Freight	Freight Strategy	project does not contain freight strategies		2	0
		Project Location			1	0
	Local Priorities	Local Funding	232315/1595570 = 0.1456	100%	4	0
		Land Use Conformity			3	0
Total					65	3

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	1
People Movement	4	1
Intelligent Transp. System	2	0
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	0
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	0
Total	65	3

Agency: MRCOG ITS Subcommittee
Project: ITS Incident Management & Operations - CMP Corridors
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficiency improvements		3	1
		Cost-Benefit Analysis	efficiency improvements		3	1
	Safety	Vehicle Crash Rates		1.12	3	1
		Pedestrian Risk Area	Parts of project in medium and high risk areas		2	1
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		58.0%	2	1
		Income Level	5346400%	>100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	Avergage #15		4	2
		Congested Link	Avg: V-C / Speed Differential	0.57 / 17.4%	4	1
	People Movement	Vehicle + Transit Users		29917	4	2
	Intelligent Transportation Systems	ITS Implementation	Various ITS strategies		1	1
		Project Location	focus on ITS corridors		1	1
	Intermodal Connectivity	Intermodal Connectivity	none stated		4	0
	Alternate Modes	Alternate Modes	no		3	0
	Performance Strategy	Performance Strategy	ITS and incident management		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		6.49	4	1
		Future Activity Density		9.51	4	1
		Activity Density Growth		46.5%	2	0
	Freight	Freight Strategy	incident response related to freight		2	2
		Project Location	Parts of project along freight corridors		1	1
	Local Priorities	Local Funding	436800/3000000 = 0.1456	100%	4	0
		Land Use Conformity	2035 MTP - operational improvements are "key strategy"		3	3
Total					65	24

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	2
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	2
Freight	3	3
Local Priorities	7	3
Total	65	24

Agency: NMDOT
Project: Coors Blvd Sidewalks & ADA Enhancements
Type: Pedestrian/Bicycle
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	pedestrian/roadway improvement		3	1
		Cost-Benefit Analysis	pedestrian/roadway improvement		3	1
	Safety	Vehicle Crash Rates	PCI score: 2.22	1.58	3	3
		Pedestrian Risk Area	majority of project in high risk area		2	2
		Safety Strategy	new facilities		2	2
	Environmental Justice	Minority Population		59.8%	2	1
		Income Level	71955	152%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure	ADA compliance	0%	3	1
Mobility	*Geographic Need*	Fills Gap/Extends Network	fills gaps		4	4
		Access to Activity Center	Cottonwood Mall is outside project area		3	0
		Access to School/Campus	access to SIPI		3	3
	People Movement	Vehicle + Transit Users		56341	4	4
	Intermodal Connectivity	Intermodal Connectivity	average 5.5 buses per hour		4	2
	Alternate Modes	Alternate Modes	new/improved sidewalks		3	3
	Performance Strategy	Performance Strategy	none stated		4	0
Econ Activity	*High Activity Areas*	Current Activity Density		5.28	4	1
		Future Activity Density		8.28	4	1
		Activity Density Growth		57%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	Coors is priority freight corridor		1	1
	Local Priorities	Local Funding	72800/500000 = 0.1456	100%	4	0
		Land Use Conformity	none stated		3	0
Total					65	30

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	7
Environmental Justice	4	1
Preserve Existing Infrastructure	3	1
Geographic Need	10	7
People Movement	4	4
Intermodal Connectivity	4	2
Alternate Modes	3	3
Performance Strategy	4	0
High Activity Areas	10	2
Freight	3	1
Local Priorities	7	0
Total	65	30

Agency: NMDOT
Project: Courtesy Patrol / Motorist Assistance
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	project results in efficiency improvements		3	1
		Cost-Benefit Analysis	project results in efficiency improvements		3	1
	Safety	Vehicle Crash Rates	AMPA average	1.00	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	Courtesy Patrol		2	2
	Environmental Justice	Minority Population	AMPA average	57.9%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	systemwide		4	1
		Congested Link			4	0
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intelligent Transportation Systems	ITS Implementation			1	0
		Project Location	primarily along ITS corridors		1	1
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes			3	0
	Performance Strategy	Performance Strategy	Courtesy Patrol is high priority regional strategy		4	4
Econ Activity	*High Activity Areas*	Current Activity Density	AMPA average	0.84	4	0
		Future Activity Density	AMPA average	1.55	4	0
		Activity Density Growth	AMPA average	83.3%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	145600/1000000 = 0.1456	100%	4	0
		Land Use Conformity	none stated		3	0
Total					65	12

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	1
People Movement	4	1
Intelligent Transp. System	2	1
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	0
Total	65	12

Agency: NMDOT
Project: Design On-Call
Type: Studies/Data Collection
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	planning/engineering		3	0
		Cost-Benefit Analysis	planning/engineering		3	0
	Safety	Vehicle Crash Rates		1.00	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	planning/engineering		2	0
	Environmental Justice	Minority Population	AMPA average	57.9%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	systemwide		4	1
		Congested Link			4	0
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intelligent Transportation Systems	ITS Implementation			1	0
		Project Location			1	0
	Intermodal Connectivity	Intermodal Connectivity			4	0
	Alternate Modes	Alternate Modes			3	0
	Performance Strategy	Performance Strategy	planning/engineering		4	0
Econ Activity	*High Activity Areas*	Current Activity Density	AMPA average	0.84	4	0
		Future Activity Density	AMPA average	1.55	4	0
		Activity Density Growth	AMPA average	83.3%	2	0
	Freight	Freight Strategy			2	0
		Project Location			1	0
	Local Priorities	Local Funding	145600/1000000 = 0.1456	100%	4	0
		Land Use Conformity	none stated		3	0
Total					65	3

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	0
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	1
People Movement	4	1
Intelligent Transp. System	2	0
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	0
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	0
Total	65	3

Agency: New Mexico DOT
Project: I-25/NM 6 Interchange Enhancements
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	16 across three intersections	5.33	3	1
		Pedestrian Risk Area	medium risk area		2	1
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		59.3%	2	1
		Income Level	55211/42044	131%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		<20%	4	0
Mobility	*Geographic Need*	Functional Class	Interstate/Principal Arterial		3	3
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		8441	3	2
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	widen sidewalks		3	3
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		2.49	3	3
		Future Activity Density		6.96	3	2
		Activity Density Growth		180%	2	1
	Local Priorities	Local Funding	72800/500000	100%	4	0
		Land Use Conformity	none stated		3	0
Total					50	17

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	0
High Activity Areas	8	6
Local Priorities	7	0
Total	50	17

Agency: Town of Peralta
Project: Molina Drive Roadway and Pedestrian Improvements
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates		10	3	1
		Pedestrian Risk Area	no record of ped. crashes	0	2	0
		Safety Strategy	Yes - multiple		2	2
	Environmental Justice	Minority Population		61%	2	1
		Income Level		87%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		49%	4	2
Mobility	*Geographic Need*	Functional Class	Urban Collector		3	1
		Key Destination	Elementary School	2	3	2
	People Movement	Traffic Volume (AWDT)		2823	3	1
	Intelligent Transportation Systems	ITS Implementation	None stated		2	0
	Intermodal Connectivity	Intermodal Connectivity	No		3	0
	Alternate Modes	Alternate Modes	Bike Lanes/New Sidewalks		3	3
	Performance Strategy	Performance Strategy	On-street bicycle - Medium		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		2.015	3	3
		Future Activity Density		2.216	3	1
		Activity Density Growth		10.0%	2	0
	Local Priorities	Local Funding	131040/450000	200%	4	3
		Land Use Conformity	VC Mobility Plan - App. C		3	3
Total					50	27

Summary Table

Criterion	Max	Points
Safety	7	3
Environmental Justice	4	2
Preserve Existing Infrastructure	4	2
Geographic Need	6	3
People Movement	3	1
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	4
Local Priorities	7	6
Total	50	27

Agency: New Mexico DOT
Project: I-40/Rio Puerco Interchange
Type: Roadway
Geography: Rural

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates			3	0
		Pedestrian Risk Area			2	0
		Safety Strategy	Roundabout/Int. geometry		2	2
	Environmental Justice	Minority Population		98.9%	2	2
		Income Level	24375/47481	51%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	4	0
Mobility	*Geographic Need*	Functional Class	Interstate		3	3
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		10138	3	3
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	widen sidewalks		3	3
	Performance Strategy	Performance Strategy	Roundabout/Int. geometry		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		0.035	3	0
		Future Activity Density		0.068	3	0
		Activity Density Growth		92%	2	0
	Local Priorities	Local Funding	145600/1000000	100%	4	0
		Land Use Conformity	none stated		3	0
Total					50	18

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	4
Preserve Existing Infrastructure	4	0
Geographic Need	6	3
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	3
Performance Strategy	3	3
High Activity Areas	8	0
Local Priorities	7	0
Total	50	18

Agency: New Mexico DOT
Project: I-40/Rio Puerco Interchange
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficency improvement		3	1
		Cost-Benefit Analysis	efficency improvement		3	1
	Safety	Vehicle Crash Rates			3	0
		Pedestrian Risk Area			2	0
		Safety Strategy	Roundabout/Int. geometry		2	2
	Environmental Justice	Minority Population		98.9%	2	2
		Income Level	24375/47481	51%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Congested Corridor	I-40		4	2
		Congested Link	I-40		4	2
	People Movement	Vehicle + Transit Users		10138	4	0
	Intelligent Transportation Systems	ITS Implementation			1	0
		Project Location	I-40 is an ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	no		4	0
	Alternate Modes	Alternate Modes	widen sidewalks		3	3
	Performance Strategy	Performance Strategy	Roundabout/Int. geometry		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		0.035	4	0
		Future Activity Density		0.068	4	0
		Activity Density Growth		92%	2	0
	Freight	Freight Strategy	project does not contain freight strategies		2	0
		Project Location	I-40 is a primary freight corridor		1	1
	Local Priorities	Local Funding	145600/1000000	100%	4	0
		Land Use Conformity	none stated		3	
Total					65	21

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	2
Environmental Justice	4	4
Preserve Existing Infrastructure	3	0
Geographic Need	8	4
People Movement	4	0
Intelligent Transp. System	2	1
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	0
Freight	3	1
Local Priorities	7	0
Total	65	21

Agency: Rio Metro
Project: Northwest BRT
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	emissions reduction		3	3
		Cost-Benefit Analysis	high cost-benefit		3	3
	Safety	Vehicle Crash Rates		1.464	3	1
		Pedestrian Risk Area	parts of project in high pedestrian risk areas		2	1
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		54.6%	2	1
		Income Level	67368	138%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Primary Transit Facility	Primary transit facilities		5	5
		River Crossing	river crossing bonus		3	3
	People Movement	Vehicle + Transit Users		36813	4	3
	Intelligent Transportation Systems	ITS Implementation	various ITS transit elements		2	4
	Intermodal Connectivity	Intermodal Connectivity	connection to NWTC, new transit facilities		4	4
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	multiple high priority strategies along Paseo del Norte		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		9.26	4	1
		Future Activity Density		15.52	4	2
		Activity Density Growth		67.7%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	3477837/23886244 = 0.1456	100	4	0
		Land Use Conformity	none stated		3	0
Total					65	35

Summary Table

Criterion	Max	Points
Air Quality	6	6
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	8
People Movement	4	3
Intelligent Transp. System	2	4
Intermodal Connectivity	4	4
Alternate Modes	3	0
Performance Strategy	4	4
High Activity Areas	10	3
Freight	3	0
Local Priorities	7	0
Total	65	35

Agency: **Rio Metro**
Project: **Transit Studies & Planning**
Type: **Studies/Data Collection**
Geography: **Large Urban & Small Urban**

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	study/planning effort		3	0
		Cost-Benefit Analysis	study/planning effort		3	0
	Safety	Vehicle Crash Rates		1.000	3	1
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		58.3%	2	1
		Income Level		100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		0%	3	0
Mobility	*Geographic Need*	Primary Transit Facility	systemwide		5	3
		River Crossing			3	0
	People Movement	Vehicle + Transit Users	four-county average		4	1
	Intelligent Transportation Systems	ITS Implementation	study/planning effort		2	0
	Intermodal Connectivity	Intermodal Connectivity	study/planning effort		4	0
	Alternate Modes	Alternate Modes	study/planning effort		3	0
	Performance Strategy	Performance Strategy	study/planning effort		4	0
Econ Activity	*High Activity Areas*	Current Activity Density	Four county area	0.27	4	0
		Future Activity Density	Four county area	0.50	4	0
		Activity Density Growth	Four county area	82.8%	2	0
	Freight	Freight Strategy	study/planning effort		2	0
		Project Location	study/planning effort		1	0
	Local Priorities	Local Funding	179078/974798 = 0.1837	126%	4	1
		Land Use Conformity	Rio Metro SRTP		3	3
Total					65	10

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	1
Environmental Justice	4	1
Preserve Existing Infrastructure	3	0
Geographic Need	8	3
People Movement	4	1
Intelligent Transp. System	2	0
Intermodal Connectivity	4	0
Alternate Modes	3	0
Performance Strategy	4	0
High Activity Areas	10	0
Freight	3	0
Local Priorities	7	4
Total	65	10

Agency: Rio Metro
Project: Transit Facilities
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	project includes some rehabilitation and facility expansion		3	1
		Cost-Benefit Analysis	project includes some rehabilitation and facility expansion		3	1
	Safety	Vehicle Crash Rates	AMPA average	1.000	3	0
		Pedestrian Risk Area	avg = low risk area		2	0
		Safety Strategy	transit facility security, lighting improvements, others		2	2
	Environmental Justice	Minority Population		58.0%	2	1
		Income Level	534640	>100%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		50%	3	2
Mobility	*Geographic Need*	Primary Transit Facility	systemwide		5	3
		River Crossing			3	0
	People Movement	Vehicle + Transit Users	AMPA average	18860	4	1
	Intelligent Transportation Systems	ITS Implementation	ITS transit elements		2	2
	Intermodal Connectivity	Intermodal Connectivity	new transit facility		4	4
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	Low priority overall; high priority for some service locations		4	2
Econ Activity	*High Activity Areas*	Current Activity Density		0.27	4	0
		Future Activity Density		0.50	4	0
		Activity Density Growth		82.8%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	Parts of project along freight corridors		1	1
	Local Priorities	Local Funding	167175/1148175 = 0.1456	100%	4	0
		Land Use Conformity	project scope is well beyond cited Short-Range Transit Plan		3	0
Total					65	20

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	2
Environmental Justice	4	1
Preserve Existing Infrastructure	3	2
Geographic Need	8	3
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	4
Alternate Modes	3	0
Performance Strategy	4	2
High Activity Areas	10	0
Freight	3	1
Local Priorities	7	0
Total	65	20

Agency: Rio Metro
Project: UNM & CNM Area Transportation & Land Use Coordination
Type: Transit
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	project scope not known		3	0
		Cost-Benefit Analysis	project scope not known		3	0
	Safety	Vehicle Crash Rates		1.318	3	1
		Pedestrian Risk Area	majority of project in high risk areas		2	2
		Safety Strategy	project scope not known		2	0
	Environmental Justice	Minority Population		57.0%	2	1
		Income Level	45658/47481	96.2%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		25%	3	1
Mobility	*Geographic Need*	Primary Transit Facility	Tier 1 transit facilities		5	5
		River Crossing			3	0
	People Movement	Vehicle + Transit Users	average of segments in project area	21867	4	1
	Intelligent Transportation Systems	ITS Implementation	ITS transit elements		2	2
	Intermodal Connectivity	Intermodal Connectivity	Sunport		4	4
	Alternate Modes	Alternate Modes	new pedestrian/bicycle facilities		3	3
	Performance Strategy	Performance Strategy	project scope not known		4	0
Econ Activity	*High Activity Areas*	Current Activity Density		27.75	4	4
		Future Activity Density		41.54	4	4
		Activity Density Growth		49.7%	2	0
	Freight	Freight Strategy	not a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	36400/250000 = 0.1456	100%	4	0
		Land Use Conformity	no citation provided		3	0
Total					65	29

Summary Table

Criterion	Max	Points
Air Quality	6	0
Safety	7	3
Environmental Justice	4	2
Preserve Existing Infrastructure	3	1
Geographic Need	8	5
People Movement	4	1
Intelligent Transp. System	2	2
Intermodal Connectivity	4	4
Alternate Modes	3	3
Performance Strategy	4	0
High Activity Areas	10	8
Freight	3	0
Local Priorities	7	0
Total	65	29

Agency: City of Rio Rancho
Project: Southern Blvd Reconstruction Phase 1
Type: Roadway
Geography: Large Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Air Quality*	Change in Emissions	efficiency improvements		3	1
		Cost-Benefit Analysis	efficiency improvements		3	1
	Safety	Vehicle Crash Rates		1.53	3	2
		Pedestrian Risk Area	high pedestrian risk area		2	2
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		39.4%	2	0
		Income Level	63935/57158	111.9%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	3	3
Mobility	*Geographic Need*	Congested Corridor	Southern Blvd #28		4	1
		Congested Link	Avg: V-C / Speed Differential	0.56 / 20.5%	4	1
	People Movement	Vehicle + Transit Users		26171	4	2
	Intelligent Transportation Systems	ITS Implementation	various ITS components		1	1
		Project Location	yes - ITS corridor		1	1
	Intermodal Connectivity	Intermodal Connectivity	no		4	0
	Alternate Modes	Alternate Modes	new bike lanes		3	3
	Performance Strategy	Performance Strategy	High - on-street bicycle treatments		4	4
Econ Activity	*High Activity Areas*	Current Activity Density		7.44	4	1
		Future Activity Density		9.77	4	1
		Activity Density Growth		31.4%	2	0
	Freight	Freight Strategy	does not include a freight strategy		2	0
		Project Location	does not target freight corridors		1	0
	Local Priorities	Local Funding	1310400/9000000 = 0.1456	100%	4	0
		Land Use Conformity	Rio Rancho Comp Plan - general		3	1
Total					65	25

Summary Table

Criterion	Max	Points
Air Quality	6	2
Safety	7	4
Environmental Justice	4	0
Preserve Existing Infrastructure	3	3
Geographic Need	8	2
People Movement	4	2
Intelligent Transp. System	2	2
Intermodal Connectivity	4	0
Alternate Modes	3	3
Performance Strategy	4	4
High Activity Areas	10	2
Freight	3	0
Local Priorities	7	1
Total	65	25

Agency: Valencia County
Project: El Cerro Mission Blvd Intersection Improvements
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	1/5 of NM 263 / NM 47	92/5	3	2
		Pedestrian Risk Area	Medium		2	1
		Safety Strategy	yes - intersection geometry		2	2
	Environmental Justice	Minority Population		58.4%	2	1
		Income Level	Median income = $49363	117.41%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Urban Collector		3	1
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		6766	3	2
	Intelligent Transportation Systems	ITS Implementation	none stated		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	no		3	0
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		1.37	3	2
		Future Activity Density		1.35	3	0
		Activity Density Growth		-2%	2	0
	Local Priorities	Local Funding	14560/100000	100%	4	0
		Land Use Conformity	VC Mobility/ VC Comp Plan		3	3
Total					50	18

Summary Table

Criterion	Max	Points
Safety	7	5
Environmental Justice	4	1
Preserve Existing Infrastructure	4	4
Geographic Need	6	1
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	2
Local Priorities	7	3
Total	50	18

Agency: Valencia County
Project: Gabaldon Rd
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	2 across 2 intersections	1	3	0
		Pedestrian Risk Area	no		2	0
		Safety Strategy	signage, striping		2	2
	Environmental Justice	Minority Population		64.3%	2	1
		Income Level	avg income = 37530	89%	2	1
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Urban Collector		3	1
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		1761	3	0
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	no		3	0
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		0.93	3	1
		Future Activity Density		1.25	3	0
		Activity Density Growth		35%	2	0
	Local Priorities	Local Funding	65520/450000	100%	4	0
		Land Use Conformity	VC Comp Plan		3	3
Total					50	13

Summary Table

Criterion	Max	Points
Safety	7	2
Environmental Justice	4	2
Preserve Existing Infrastructure	4	4
Geographic Need	6	1
People Movement	3	0
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	1
Local Priorities	7	3
Total	50	13

Agency: Valencia County
Project: Manzano Express Way
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	25 across two intersections		3	2
		Pedestrian Risk Area	no record of ped. crashes		2	0
		Safety Strategy	Yes - shoulders		2	2
	Environmental Justice	Minority Population		57.0%	2	1
		Income Level	45717/42044	109%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Major Collector		3	1
		Key Destination	yes - school		3	3
	People Movement	Traffic Volume (AWDT)		3567	3	1
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	no		3	0
	Performance Strategy	Performance Strategy	alleviate congestion on parallel road		3	3
Econ Activity	*High Activity Areas*	Current Activity Density		0.34	3	0
		Future Activity Density		0.63	3	0
		Activity Density Growth		87%	2	0
	Local Priorities	Local Funding	291200/2000000	100%	4	
		Land Use Conformity	VC Mobility Plan		3	3
Total					50	20

Summary Table

Criterion	Max	Points
Safety	7	4
Environmental Justice	4	1
Preserve Existing Infrastructure	4	4
Geographic Need	6	4
People Movement	3	1
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	3
High Activity Areas	8	0
Local Priorities	7	3
Total	50	20

Agency: **Valencia County**
Project: **Meadowlake Rd**
Type: **Roadway**
Geography: **Small Urban**

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	NM 263 / La Ladera	20	3	2
		Pedestrian Risk Area	no record of ped. crashes		2	0
		Safety Strategy	Yes - shoulders		2	2
	Environmental Justice	Minority Population		62%	2	1
		Income Level	47746/42044	114%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Major Collector		3	1
		Key Destination	Yes - school		3	3
	People Movement	Traffic Volume (AWDT)		6208	3	2
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		0.96	3	1
		Future Activity Density		1.62	3	0
		Activity Density Growth		69%	2	0
	Local Priorities	Local Funding	36400/250000	100%	4	0
		Land Use Conformity	none stated		3	0
Total					50	16

Summary Table

Criterion	Max	Points
Safety	7	4
Environmental Justice	4	1
Preserve Existing Infrastructure	4	4
Geographic Need	6	4
People Movement	3	2
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	1
Local Priorities	7	0
Total	50	16

Agency: Valencia County
Project: Mill Rd
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates	1 crash per intersection		3	0
		Pedestrian Risk Area	no record of ped. crashes		2	0
		Safety Strategy	none stated		2	0
	Environmental Justice	Minority Population		63.9%	2	1
		Income Level	28295/42044	67.3%	2	2
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Urban Collec tor		3	1
		Key Destination	Yes - ES, CC within 1/4 mile		3	2
	People Movement	Traffic Volume (AWDT)		657	3	0
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	none stated		3	0
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		0.12	3	0
		Future Activity Density		0.55	3	0
		Activity Density Growth		348%	2	2
	Local Priorities	Local Funding	17421/120000	100%	4	0
		Land Use Conformity	none stated		3	0
Total					50	12

Summary Table

Criterion	Max	Points
Safety	7	0
Environmental Justice	4	3
Preserve Existing Infrastructure	4	4
Geographic Need	6	3
People Movement	3	0
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	2
Local Priorities	7	0
Total	50	12

Agency: Valencia County
Project: NM 263 / NM 47 Street Lights
Type: Roadway
Geography: Small Urban

Goal	Performance Measure	Criterion	Notes	Raw Score	Max Score	Points
Quality of Life	*Safety*	Vehicle Crash Rates		92	3	3
		Pedestrian Risk Area	High ped risk area		2	2
		Safety Strategy	yes - street lights		2	2
	Environmental Justice	Minority Population		59.6%	2	1
		Income Level	48921/42044	116%	2	0
	Preserve Existing Infrastructure	Preserve Existing Infrastructure		100%	4	4
Mobility	*Geographic Need*	Functional Class	Minor Arterial/Collector		3	2
		Key Destination	no		3	0
	People Movement	Traffic Volume (AWDT)		13528	3	3
	Intelligent Transportation Systems	ITS Implementation	no		2	0
	Intermodal Connectivity	Intermodal Connectivity	no		3	0
	Alternate Modes	Alternate Modes	no		3	0
	Performance Strategy	Performance Strategy	none stated		3	0
Econ Activity	*High Activity Areas*	Current Activity Density		1.28	3	2
		Future Activity Density		1.37	3	0
		Activity Density Growth		6.5%	2	0
	Local Priorities	Local Funding	7280/50000	100%	4	0
		Land Use Conformity	none stated		3	0
Total					50	19

Summary Table

Criterion	Max	Points
Safety	7	7
Environmental Justice	4	1
Preserve Existing Infrastructure	4	4
Geographic Need	6	2
People Movement	3	3
Intelligent Transp. System	2	0
Intermodal Connectivity	3	0
Alternate Modes	3	0
Performance Strategy	3	0
High Activity Areas	8	2
Local Priorities	7	0
Total	50	19