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Project Prioritization Process Guidebook for Large Urban Areas



September 2014

**Project Prioritization
Process Guidebook
for Large Urban Areas**

**September 2014
Mid-Region Metropolitan Planning Organization**

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About This Document

The goal of the Project Prioritization Process is the establishment of an objective, quantitative-based method for evaluating and comparing proposed transportation projects. Ultimately, through an approach which can be applied across the Albuquerque Metropolitan Planning Area, the project prioritization process highlights projects which reflect and incorporate regional priorities.

This guidebook is an introduction to MRCOG's Project Prioritization Process (PPP) and an attempt to explain its purpose and components. By providing an explanation of the elements included in the PPP, the reasons for their selection, how the components and criteria fit together in a comprehensive process, and the scoring methodology for each performance measure, the document explains how regional needs are measured and how member agencies and project developers can craft projects which address regional needs.

The PPP is to be used primarily in the development of the short-range Transportation Improvement Plan (TIP), although it may also prove useful in the development of the long-range metropolitan

transportation plan. The TIP is the means for allocating federal funding to specific transportation projects. The selection process is competitive and the demand for funding is generally far greater than the supply. Within this context, the project prioritization process will guide the development of the TIP and lead to allocation of federal dollars in the most productive and meaningful method possible.

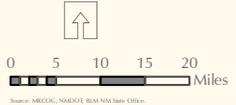
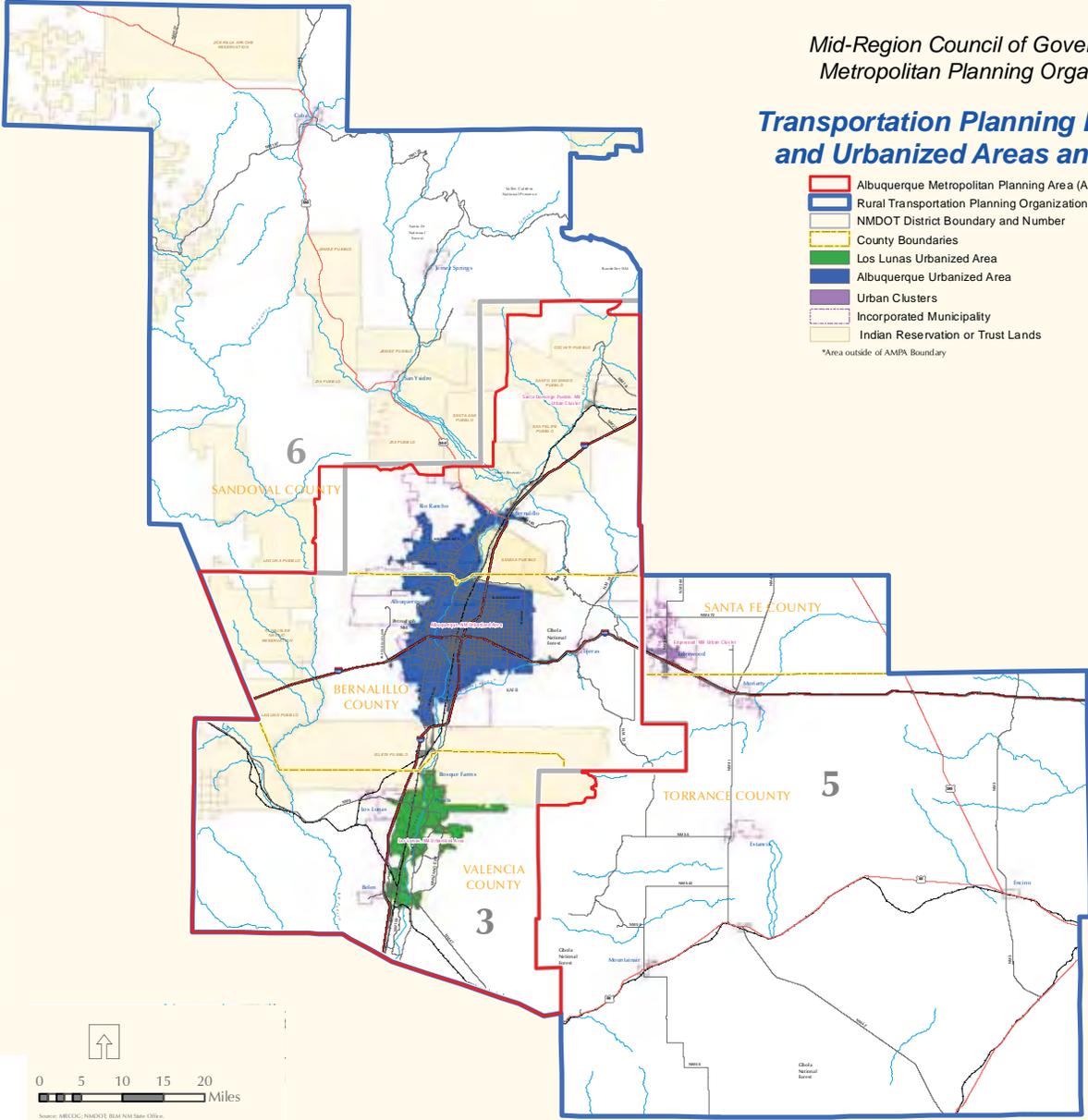
The PPP and its components are made available to the public and member agencies through the guidebook. It is our hope that the evaluation criteria presented here form a consequential role in the planning process, and may even prove useful for member agencies in the development of their own capital improvement projects.

The Project Prioritization Process Guidebook for Large Urban Areas specifically addresses potential projects in the Census-designated Albuquerque Urbanized Area (see map on page 8). For projects outside of the Albuquerque UZA — in rural areas or the Los Lunas Urbanized Area — please refer to the Project Prioritization Process Guidebook for Small Urban and Rural Areas.

Mid-Region Council of Governments'
Metropolitan Planning Organization

**Transportation Planning Boundaries
and Urbanized Areas and Clusters**

-  Albuquerque Metropolitan Planning Area (AMPA)
 -  Rural Transportation Planning Organization Boundary*
 -  NMDOT District Boundary and Number
 -  County Boundaries
 -  Los Lunas Urbanized Area
 -  Albuquerque Urbanized Area
 -  Urban Clusters
 -  Incorporated Municipality
 -  Indian Reservation or Trust Lands
- *Area outside of AMPA Boundary



Source: AMPLC, NMDOT, BLM, NM State Office

Introduction

The Project Prioritization Process (PPP) was first utilized in 2010 as a tool in the development of the 2012-2017 Transportation Improvement Program (TIP). The TIP is the short-range funding mechanism that programs funding, particularly federal funding, for transportation projects. All projects within the Albuquerque Metropolitan Planning Area (AMPA) receiving federal highway or transit funding must be in the TIP.

Every two years a “new TIP” is developed by adding the next two fiscal years. Federal resources are limited and should be distributed based on a clear set of short-term transportation priorities. The allocation of those funds is developed by staff of the Mid-Region Metropolitan Planning Organization (MRMPO) and the Transportation Program Technical Group (TPTG) before receiving final approval from the Metropolitan Transportation Board, a body of elected officials from across the region. A project must be included in the long-range transportation plan for the region – the most recent version for the AMPA is the 2035 Metropolitan Transportation Plan (MTP) – for it to be considered for inclusion in the short-range TIP. MRMPO uses the Project Prioritization Process (PPP) as a tool for project selection. At its core, the Project Prioritization Process distills the goals and objectives of the most recent MTP into something which can be measured. This allows projects proposed for inclusion in the TIP to be evaluated based on the extent to which they address regional needs and to be compared and contrasted against each other.

The need for a PPP begins with the desire for a more data-driven approach to project selection and transportation decision-making. In addition, a PPP is increasingly relevant for the AMPA region given the dynamic growth and development expected to occur in the area. Demographic projections from the

University of New Mexico Bureau of Business and Economic Research indicate growth of more than 470,000 new residents in the four-county area (Bernalillo, Sandoval, Tarrant, and Valencia Counties) between 2012 and 2040. What is more, MRMPO land use forecasts indicate the imbalance of housing and jobs across the region may continue and that the number of trips across the river will increase at a far higher rate than population growth. These projections clearly demonstrate the need for a process that prioritizes projects that lead to the long-term sustainability and continued functionality of the transportation network.

The PPP more specifically emerged from the Congestion Management Process (CMP) Committee’s desire to see federal transportation dollars allocated to corridors in the AMPA which experience the most congestion and poorest transportation conditions.¹ Feedback from various committees indicated the PPP needed to evolve beyond the evaluation system previously employed by the MRMPO, which asked member agencies to subjectively assess whether proposed projects met the seven goals of the 2030 Metropolitan Transportation Plan (MTP). To do so required a meaningful and objective methodology that could incorporate all facets of the transportation planning process and comprehensively evaluate the benefits individual projects would provide to the AMPA.

Development of the PPP

The development of the PPP began by reviewing practices of other Metropolitan Planning Organizations (MPOs) to assess methods and criteria for evaluating and prioritizing transportation projects. Once a list of methods was compiled, MRMPO’s analytical capacities were assessed

“The need for a project prioritization process begins with the desire for a more data-driven approach to project selection and transportation decision-making.”

¹ The Congestion Management Process is a federally-mandated program to analyze the sources and extent of congestion in a metropolitan planning area over time. A CMP may also provide recommendations for projects to be included in the TIP. The CMP Committee is comprised of technical experts from MRMPO member agencies.

to determine which of the performance measures used by other MPOs could be effectively incorporated into MRMPO's process.

Criteria were considered and discussed by the CMP Committee and the MTP Steering Committee. The CMP Committee was specifically tasked with developing criteria for evaluating roadway and transit projects for the Mobility of People and Goods goal, one of the three goals of the 2035 MTP, while the MTP Steering Committee developed criteria for the other two goals (Quality of Life and Economic Activity). The Pedestrian-Bicycle Technical Advisory Group (PB-TAG) was asked to develop regional mobility priorities and performance measures for evaluating pedestrian and bicycle projects with respect to the Mobility goal.

Once performance measures were developed and approved by the committees, MRMPO staff developed point totals for each prioritization criterion, which were then presented again to the committees for review and comments. MRMPO staff applied the draft evaluation criteria to sample projects drawn from the 2010-2015 TIP to assess patterns or issues that emerged from the performance measures. Sample projects and scores were presented to the committees for an additional round of feedback and comments.

General outline

The general format for the new MRMPO PPP is taken from the Wilmington (DE) Area Planning Council (WILMAPCO). WILMAPCO's prioritization process was developed to quantitatively measure and compare projects proposed for their short-range Transportation Improvement Program (TIP). MRMPO is adopting the same approach for its prioritization process where goals and objectives for the 2035 MTP are developed into performance measures for analyzing, comparing, and contrasting projects submitted for inclusion in the long-range MTP and the short-range TIP.

The PPP is based on the three goals for the 2035 MTP:

- 1) Preserve and improve regional quality of life
- 2) Mobility of people and goods
- 3) Support economic activity and growth

Each goal features a series of objectives which elaborate and more specifically define the purpose and characteristics of the MTP 2035 goals. The objectives are intrinsically tied to performance measures which form the basis for the PPP. The goals and objectives are shown below.

Goal #1

Preserve and Improve Quality of Life

Objective statement: *Enhance the livability, safety, and environmental conditions of the region through proactive, responsible, equitable, and sustainable transportation decisions.*

Objectives/Performance Measures:

- Improve air quality by prioritizing projects/programs that reduce VMT and reduce emissions
 - o Analyze at system-level
 - o Analyze at project-level
- Enhance environmental justice communities (areas of high minority and/or low income)
 - o Encourage projects/programs that are beneficial to these areas
- Encourage safety improvements
 - o Target intersections and roadway segments with high crash rates
 - o Encourage identified safety strategies
- Preserve and maintain existing infrastructure
 - o Emphasize rehabilitation/reconstruction over new roadway capacity

Goal #2

Mobility of People and Goods

Objective statement: *Enable the efficient movement of people and goods within and through the region and provide residents with a range of viable transportation choices.*

Objectives/Performance Measures:

- Respond to mobility needs (roadways, transit, non-motorized modes)
 - o Promote projects/programs within higher-ranking congested corridors
 - o Promote projects/programs that target the most severely congested links within congested corridors
- Focus on high traffic flow areas
 - o Identify and target high traffic volume facilities
- Improve connections to transit
 - o Endorse projects/programs on high capacity transit corridors
 - o Endorse projects/programs on river crossings
 - o Advance projects/programs that provide intermodal connectivity
- Enhance pedestrian and bicycle modes
 - o Fill gaps and extend the network(s)
 - o Provide additional access to activity centers
 - o Provide additional access to schools
- Include strategies that enhance system performance
 - o Apply congestion mitigation strategies
 - o Encourage non-motorized modes as commuting alternatives
 - o Promote Intelligent Transportation System (ITS) technology

Objectives/Performance Measures

- Serve areas with high population and employment activity (Investment Areas)
 - o Measure current and future activity density (base, interim, horizon years)
 - o Measure growth in activity density
- Support private sector enterprise
 - o Encourage private sector involvement in projects/programs
 - o Facilitate movement of freight
- Support local priorities
 - o Ensure projects/programs are consistent with adopted jurisdictional land use plans
 - o Provide incentives for projects/programs with local funding that exceeds required match

Integration with the MTP

While the format of the PPP is drawn from the 2035 MTP, the current PPP has been updated to include 2012 base year data, as well as projections for the year 2040. These data will form the basis for the 2040 MTP.

Goal #3

Support Economic Activity and Growth

Objective statement: *To develop a transportation system that promotes economic activity and vitality in the region, achieved through decisions that provide an affordable, efficient, and safe multimodal transportation network.*

Long-term considerations and the 2040 horizon year

One criterion in the PPP, activity density, specifically considers projected future conditions. This measure is designed to measure whether a project is located in areas of current or future activity and thus addresses either current or projected infrastructure needs. The criterion contains three components: current activity levels, future activity levels, and projected growth in activity.

Unlike past Metropolitan Transportation Plans which considered only one set of future conditions – a trend scenario based on existing plans and policies – the 2040 MTP contains a Trend scenario and a Preferred scenario. The Preferred scenario represents an alternative land use configuration resulting from changes in zoning and development incentives in critical locations, as well as potential investments in public transit services. This scenario is the result of a comprehensive scenario planning process involving member agencies from across the metropolitan area, and may be thought of as a set of desired changes in the region’s development trajectory that would result in lower congestion levels, reduced emissions, and less land consumption compared to the Trend. To encourage projects that support the implementation of this more sustainable development model, the socioeconomic data contained in the Preferred scenario will be utilized in the PPP as part of the activity density criterion.

An additional long-term consideration of the PPP is the air quality criterion, which measures the change in various emissions factors as a result of an individual project. Projects will be assessed based on a twenty-to-thirty year project lifespan and will consider the amount of emissions reductions resulting from a project (compared to baseline conditions referred to as the “no-build”

scenario) over a period of time.

MRMPO PPP Scoring System

While the 2035 MTP should be viewed as the definitive document outlining regional goals and needs, the prioritization process distills those objectives into performance measures which calculate the ability of a given project to address regional goals and objectives. The purpose of the PPP Guidebook is to introduce and describe the elements of the PPP and to explain its role in the MRMPO transportation planning process.

Considerable effort was made during the development of the PPP to ensure that it could be fairly and accurately applied to projects of differing scales across various mode types. The result is a process which measures a range of criteria and considers the impacts of projects on the transportation network and the region itself from a variety of perspectives. To be clear, there are different ways in which projects may be beneficial to the AMPA transportation system and the prioritization process should not be viewed as a series of individual elements. Many of the pieces are intended to measure specific characteristics, and as individual criteria do not in and of themselves indicate “good” or “bad” projects. As a result, not all projects will score well for all criteria. Rather the criteria which comprise the PPP should be viewed in a holistic manner as a series of complementary parts. Taken out of context those parts may not make much sense, but collectively they reflect transportation needs and values in the Albuquerque metropolitan area.

For example, an environmental justice category measures the characteristics of the population in a project area but does not measure the magnitude of the project’s impact on the overall transportation network in terms of efficiency or the number of users affected by the project. Similarly, projects along high use areas or priority corridors may generate points for their geographic location, but may not address the area’s

² One benefit of this multi-criteria evaluation approach is that by awarding points under separate provisions, it becomes apparent which projects do not address areas that need improvements as well as which projects do not apply appropriate strategies to areas in need.

PPP EVALUATION CRITERIA

I. Preserve and Improve Quality of Life

- Air Quality
- Safety
- Environmental Justice
- Preserve Existing Infrastructure

II. Mobility of People & Goods

- Geographic Need
- People Movement
- Intelligent Transportation Systems
- Intermodal Connectivity/
Transit Connections
- Alternate Modes
- Performance Strategies

III. Support Economic Activity and Growth

- High Activity Areas
- Private Sector
- Local Priorities

actual need (addressed in a performance strategy criterion).² In general, projects which have the broadest impact and widest benefits for regional quality of life, mobility, and economic activity will be highlighted as a result of the prioritization process. Note that all performance criteria for the Quality of Life and Economic Activity goals will be applied in the same manner to all projects regardless of mode. Mode-specific criteria for the Mobility of People and Goods goal will be applied depending on the type of project.

Qualitative vs. Quantitative

It is important to acknowledge that there are two types of prioritization criteria: qualitative and quantitative. Qualitative criteria determine whether a project adheres to or achieves an objective laid out by the criterion definition. Quantitative criteria assess the extent to which a project addresses a problem or meets a measurable need. Quantitative criteria are data-driven, and the scores generated are based on whether a project meets scoring thresholds for the criterion.

For the most part, qualitative criteria are

based on yes-or-no adherence to a definition and are worth no more than three points. Projects will be deemed to either meet or fail to meet a criterion definition and will be awarded maximum points or zero points for these criteria with no middle ground. One corollary to this approach is that a relatively high percentage of projects score the maximum points for the category.

Quantitative criteria generate points based on a project's characteristics and whether category scoring thresholds are met. Scoring thresholds are based on whether a project is located in a high need area (with need based on a points scale) or through measuring the magnitude of the project's impact on the transportation network. The greater the location need or the greater the impact, the higher the number of points the project will receive. The decision was made to not break quantitative criteria into equal shares. This is based on the philosophy that projects should target areas of need rather than benefit from a scoring system that awards some points to all projects. In other words, rather than break all roads or zones into groups of equal size with points awarded on a scale, points will only be awarded to projects which address an identified transportation-problem area, as defined by the individual criterion. Projects in severe problem areas will be eligible for more points than projects located in low to moderate problem areas.

Generally, when criteria are data-driven it is more difficult to achieve maximum points as only a small percentage of project areas will qualify under the high-scoring thresholds. It may be easier for projects to score one or two points for quantitative criteria, but it will be decidedly more difficult for projects to score maximum points. Therefore, in order not to tip the process too greatly in favor of qualitative criteria, the maximum available points for quantitative criteria are greater than those for qualitative criteria.

Distribution of Points by Goal

Performance measures for the three goals total 65 points (see pages 18-19); however,

PPP PROJECT SCORING

Project Category	Evaluation
1. Roadway	Projects will be evaluated using roadway performance measures
2. Interstates	
3. Studies/Data Collection	
4. Transit	Transit-specific performance measures
5. Pedestrian/Bicycle	Pedestrian/bicycle-specific performance measures

the Mobility goal is worth a maximum of 25 points while the other two goals are each worth a maximum of 20 points. There are multiple reasons for this difference, beginning with the fact that there is more data available upon which to make a technical decision regarding mobility. The PPP grew out of the Congestion Management Process, which is a data-driven effort to determine and quantify the most congested roadways in the AMPA. To effectively compare and contrast congestion levels requires considerable data collection and a rigorous and objective methodology. CMP data (and consequently the Mobility criteria) translate well to the prioritization process since data is already available, processed, and easily compared.

In contrast to the Mobility goal, where scoring instruments already existed, performance measures for the other goals (Quality of Life and Support Economic Activity and Growth) were developed for the first time as part of the PPP. The performance measures for these two are items which MRMPO currently has the capacity to evaluate. However, the prioritization process is meant to be fluid and open to refinement and may be subject to different criteria over time. This final point is particularly relevant as MRMPO is currently developing additional performance measures which will be incorporated into future prioritization processes. In addition to augmenting project analysis, these future refinements are intended in part to balance the scoring shares between the three goals. Until these additional performance measures

are developed, MRMPO will proceed with the best data available for project prioritization.

Project Scoring

Scoring of projects in the PPP will be completed by MRMPO staff. Each project proposed for inclusion in the TIP will be scored individually and all projects will have the same number of maximum points possible. However, not all projects will be evaluated against the exact same criteria. While most evaluation criteria for the Quality of Life and Economic Activity and Growth goals will be applied in the same manner to all projects, the performance measures for the Mobility goal vary by mode type to best assess the impact and benefits of individual projects. This is necessary as the characteristics that define an effective transit project may vary greatly from those that define meaningful roadway or bicycle projects. As such, projects will be grouped into the five categories above.

Note that all roadway projects, Interstate projects, and studies/data collection projects will be evaluated using the roadway performance measures. Transit and pedestrian/bicycle projects will be evaluated using separate mode-specific performance measures.

If member agencies feel a project has been unfairly scored and that its prioritization will suffer, they may refer the project to the CMP Committee, an inter-agency committee that will review the project and scoring methodology and consider whether the

“A Challenge Committee will review project scoring if an applicant feels a project has been unfairly scored.”

project should be scored differently. The CMP Committee will also make recommendations for changes to future PPPs.

Project Comparison

Once projects are scored they will be grouped in two lists. The first list is a compilation of all projects of similar mode types (meaning there will be five parallel project prioritization lists). In particular this method of comparison highlights the roadway, transit, or any other project which most effectively addresses regional goals compared to other projects of the same type.³ The mode specific lists are also important for the reason that some federal funding categories are only available for certain types of projects. In these instances a project's overall score is less important than how it scores against like projects. The second list is a master project scoring list compiling all projects into a comprehensive inventory for comparison between projects and across mode types. The master list will identify the projects which most (and least) effectively address the regional goals. It should be made clear that neither list is definitive, and both lists should be viewed as means for assessing the benefits and impact of projects during the project selection process.

TIP Application

The TIP application (see Appendix Figure T) asks project applicants to provide information on the details, scope, and parameters of the project, along with a narrative description that more fully explains the project. The information provided in the first part of the TIP application will be used for scoring in the PPP. More detailed applications will provide greater information upon which to base evaluation and will generally lead to higher project scores.

The narrative components of the TIP application will not generate points in the PPP but will serve as important references during

the qualitative scoring discussion. More specifically, the narrative component will provide project applicants the opportunity to make public any additional considerations for project selection that are not considered in the PPP.

Narrative questions in the TIP application:

1. Briefly explain the purpose of the proposed project.
2. Describe, if applicable, the regional significance of the project.
3. Describe, if applicable, the value of the project to the local community.
4. Explain any private sector involvement in the development or implementation of the project.
5. Describe any land use changes that would result from the project. This can include any development likely to occur as a direct result of the project.
6. Describe, if applicable, the impacts/benefits of the project to environmental justice communities.
7. Describe any additional considerations that accompany the project.

Limitations and Considerations

Finally, it is worth mentioning that project selection is subject to a number of factors and influences which are not included in the PPP, in particular the consideration of available funding, the best methods for utilizing the various funding sources and categories, project readiness, and considerations such as the intrinsic value of a project to a particular community. It is therefore important to establish that the PPP is a tool rather than the ultimate determinant in the distribution of federal transportation dollars. The prioritization process is not intended to replace the debate and dialogue associated with the TIP process. Rather, it is meant to serve as a guide to shape the discussion around common evaluative criteria and to bring attention to projects which most effectively address the needs of the region as identified in the 2035 MTP.

Projects will be scored and ranked in two ways: a mode-specific list comparing all like projects and a master list comparing all project proposed for the TIP.

³ This means of comparison is also particularly important for some projects, such as studies and data collection efforts, which are eligible for far fewer points since they do not employ strategies or contain infrastructure themselves but are important means for developing effective projects in the future.

Revisions and New Boundaries

Review of PPP

As 2010 was the first year the PPP was implemented, it was inevitable there would be items or situations which were not anticipated in the creation of the prioritization process. MRCOG staff and the CMP Committee reviewed the performance of the PPP to determine if any particular evaluation criteria should be revised or eliminated for future TIP development cycles. None of the evaluation criteria were eliminated as a result of the review; however, a number of revisions and changes were made to the criteria definitions or thresholds. These changes were based on the need for an expanded definition or to create a wider distribution of points awarded to projects for an individual criterion. Quite simply, if all projects generate points, and the same number of them, then there is little benefit to the particular criterion.

MRCOG's analysis found that some criteria, in particular qualitative criteria such as *performance strategies*, a high number of points were awarded for nearly all projects. In other criteria, such as *people movement*, projects received only a small number of points. In both sets of cases there was little variation in the performance of projects and changes were made to create a wider distribution of points. In the case of quantitative criteria based on point-generating thresholds, any adjustments were minor to allow more variation in scoring and a greater level of differentiation between projects. The qualitative criteria that required revisions generally involved definitions that were too inclusive and allowed for large percentages of projects to receive high scores in a particular criterion.

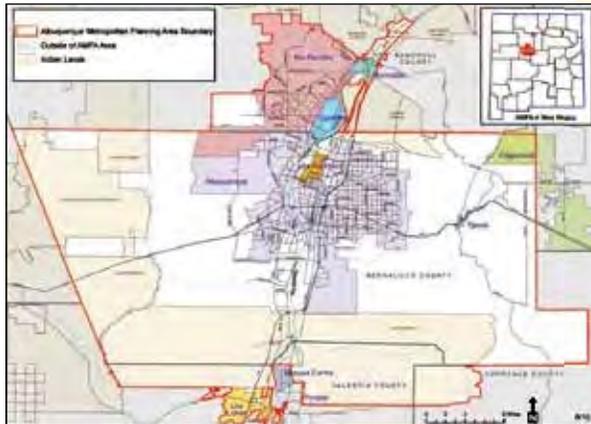
More substantial changes were made to the *performance strategies* and *safety strategies* criteria. Performance strategies points are generated based on the priority level for a project as detailed in the CMP Strategies Matrix (see Appendix Figure I or the CMP Toolkit available on the MRCOG

website). The list of projects eligible to receive safety strategy points had been based on the Federal Highway Administration's list of projects exempt from conformity analysis, which was so inclusive as to apply to nearly all project types except capacity expansion. In both cases the list of priority strategies were refined to better reflect effective and appropriate improvements across the AMPA. The Safety criteria will also incorporate a High Pedestrian Risk Area map, meaning the PPP will consider not just vehicle crash rates but the conditions for pedestrians in the project area.

New Boundaries

An issue that emerged in 2012 and which affected the development of the 2014-2019 TIP is the designation of the Los Lunas Urbanized Area by the U.S. Census Bureau. The designation required the majority of Valencia County, including the Village of Los Lunas, to form a metropolitan planning area. Los Lunas was already part of MRMPPO and the surrounding communities decided to join MRMPPO as well rather than form their own metropolitan planning organization. The communities of Cochiti Pueblo, Santo Domingo Pueblo, and San Felipe Pueblo have also joined the AMPA. As a result, new communities in less developed areas now participate in the development of the TIP.

When developing the PPP, MRCOG staff and the CMP Committee made considerable efforts to create criteria that could be applied across the region. While it is essential to consider the magnitude of the impact a project will have, it is also important to emphasize regional strategies and the approach a community takes to meeting their transportation needs. Smaller communities could leverage their assets, such as transit facilities or multi-modal trails, and a well-designed project in smaller jurisdictions could be competitive. The process simply required that smaller communities make smart decisions about how they choose to pursue federal funds. Nevertheless, criteria



Above: Current MRMPO Boundaries
 Right: Los Lunas UZA



and thresholds were designed using more urbanized portions of the AMPA, meaning the ranges for generating points are ill-suited for lower volume and less dense areas of the region.

In short, small and rural communities that were not previously part of the AMPA were outside of consideration in the development of the PPP, and applying the same prioritization criteria to these communities is a challenge. Small and rural These communities were also subject to less rigorous data collection than areas previously included as part of the MPO. An additional and important consideration is that many of the new jurisdictions within the AMPA are eligible for certain federal funding sources (known as STP-Small Urban, STP-Rural, and Trival Road funds) that larger agencies may not apply for. Ultimately, applying the existing PPP to new jurisdictions was not a viable option.

MRCOG, with the participation of member agencies outside of the Albuquerque

Urbanized Area but within the AMPA boundaries, created a modified version of the PPP that was first utilized in the development of the 2014-2019 TIP and will be relied upon for subsequent TIP cycles. Please consult the companion document, *Project Prioritization Process Guidebook for Small Urban and Rural Areas*, for further details on the differences between these two versions.

In practice, the *Project Prioritization Process Guidebook for Small Urban and Rural Areas* eliminates some criteria and adjusts thresholds for others. The result is a set of evaluation criteria with a lower denominator – that is to say, a lower possible overall score – than projects in the more urbanized portion of the AMPA. Since projects evaluated using the alternative process will only compete for specific funds, MRCOG will create separate ranking tables for eligible projects for use in the programming of these funding sources.

PPP Performance Measures

I. Quality of Life – 20 points

1. Air Quality (6)

- A. Change in Emissions (2)
- B. Cost-Benefit Analysis (3)

2. Safety (7)

- A. Vehicle Crash Rates – Based on conditions along project area (3)
- B. Pedestrian Risk Area – Based on conditions along project area (2)
- C. Safety Strategy (2)

3. Environmental Justice (4)

- A. Minority Population – Based on project area characteristics (2)
- B. Income Level – Based on project area characteristics (2)

4. Preserve Existing Infrastructure (4)

- A. Rehabilitation/Reconstruction/System Maintenance

II. Mobility of People & Goods - 25 points

A. Roadway (includes Interstate projects and studies)

1. Geographic Need (8)

- A. Congested Corridor - Ranking of corridor on which project is located (4)
- B. Congested Link - Extent of congestion along project area – based on CMP link data (4)

2. People Movement (4)

- A. Average Weekday Daily Traffic (AWDT) + transit users

3. Intelligent Transportation Systems (2)

- A. Presence/absence of ITS applications in project (1)
- B. Location along designated ITS corridor (1)

4. Intermodal Connectivity (4)

- A. Project provides direct access to intermodal/transit facility

5. Alternate Modes (3)

- A. Project contains pedestrian/bicycle treatments beyond existing facilities

6. Performance Strategy (4)

- A. Project contains congestion management strategy appropriate to project location

B. Transit

1. Geographic Need (8)

- A. Primary Transit Facility Network– Location of project along primary transit corridor (5)
- B. Activity Centers – Project provides connections to major activity centers (3)

2. People Movement (4)

- A. Average Weekday Daily Traffic (AWDT) + transit users

3. Intelligent Transportation Systems (2)

- A. Presence/absence of ITS applications in project. Project located along designated ITS corridors

4. Intermodal Connectivity (4)

- A. Project creates NEW intermodal/transit facility or provides direct access to a facility via public transit

5. Alternate Modes (3)

- A. Project contains pedestrian/bicycle treatments beyond existing facilities

6. Performance Strategy (4)

- A. Project contains congestion management strategy appropriate to project location

C. Pedestrian/Bicycle

1. Geographic Need (10)

- A. Project connects to or fills in gap in network (4)
- B. Project provides access to/within activity center (3)
- C. Project provides access to school (3)

2. People Movement (4)

- A. Average Weekday Daily Traffic (AWDT) + transit users

3. Intermodal Connectivity (4)

- A. Project provides direct access to or creates new intermodal/transit facility

4. Alternate Modes (3)

- A. Project contains pedestrian/bicycle treatments beyond existing facilities

5. Performance Strategy (4)

- A. Project contains strategy that encourages additional use of pedestrian/bicycle infrastructure

III. Economic Activity and Growth – 20 points

1. High Activity Areas (10)

- A. Current Activity Density (Current commuting demand) (4)
Measures 2012 zonal activity based on employment and population, but weighted more heavily towards employment to account for commuting destinations.
- B. Future Activity Density (Future demand) (4)
Measures 2040 zonal activity based on employment and population, but weighted more heavily towards employment to account for commuting destinations.
- C. Activity Density Growth (2)
Measures levels of growth in activity from 2012 to 2040

2. Private Sector - Freight (3)

- A. Project Purpose – Project intended to address freight movement (2)
- B. Project Location – Project addresses corridor with freight activity (1)

3. Local Priorities (7)

- A. Local Funding (4)
Local match exceeds required minimum funding match (e.g. 150%,200% of required contribution)
- B. Land Use Conformity (3)
Project conforms to existing land use plans

Goal 1

Quality of Life

Quality of life refers to the general well-being of individuals and society. It includes social and environmental conditions, and while it often refers to less definable and more qualitative concepts such as livability, quality of life factors determine whether or not people actually want to spend time in a particular place. The development of a safe, accessible, and sustainable transportation network is intrinsically connected to regional quality of life. In particular being able to use the transportation system efficiently brings people together in a safe and equitable manner and ensures the region's environment is protected.

Using concepts borrowed from WILMAPCO, the MTP Steering Committee developed four evaluation criteria for Quality of Life for the MRMPO PPP. These four criteria do not encompass all social and environmental factors that affect quality of life. Rather, the PPP incorporates a number of common quality of life considerations related to transportation that can be measured and quantified.

The first criterion under the Quality of Life goal is air quality. Although the AMPA is designated a limited maintenance area for carbon monoxide and is required to implement a twenty-year maintenance plan, air quality in the Albuquerque area is relatively good. However, increasing VMT and continued peripheral development may cause air quality to deteriorate over time. Without advocating particular land use policies, the PPP recognizes air quality as a regional priority and rewards transportation projects which have the greatest impact toward improving air quality in the metropolitan area.

The second consideration is safety, which holds that transportation projects should promote safe movement across and within the region. This criterion specifically encourages safety improvements to the roadway system

Quality of Life Criteria

- 1) Air Quality
- 2) Safety
- 3) Environmental Justice
- 4) Preservation of Existing Infrastructure

by addressing intersections and roadway segments with high crash rates or dangerous conditions and implementing strategies which address existing problems and promote safe transportation options.

The third criterion in this goal is environmental justice. Environmental justice is the practice of fair representation and inclusion of all people with respect to federal laws, regulations, and policies. This criterion encourages the promotion of social justice and equitable distribution of federal transportation funds by targeting minority and low-income communities. These communities have historically received fewer infrastructure improvements and are often the communities that stand to benefit most from improvements to the transportation infrastructure.

The final criterion is the preservation of existing infrastructure. Nationally, many roads and bridges are in substandard conditions, creating safety concerns and limiting the overall efficiency of the transportation network. This criterion draws attention to the fact that it is often more efficient in terms of expenditures and impact on the system to improve the existing infrastructure than to create new roadways. Therefore the PPP highlights projects that ensure the existing infrastructure is in a state of good repair and operates at an optimal level.^{1(on next page)}

As with other goals and performance measures of the PPP, no individual criterion will outweigh all others. That is to say,

“The development of a safe, accessible, and sustainable transportation network is intrinsically connected to regional quality of life.”

addressing one Quality of Life criterion does not necessarily indicate a “good” project or guarantee the project will receive a high score. Rather, the best projects – and those which

will score the highest - are those which address a number of facets of quality of life and create a positive impact on the transportation system in a number of ways.

¹ While not reflected in the quality of life evaluation criteria, preserving the existing infrastructure also maintains economic productivity and the regional standard of living by ensuring the efficient movement of people, goods, and services.

A. Air Quality

The air quality criterion measures the effect individual transportation projects will have on air quality for the AMPA and rewards projects that have the most beneficial impact. For the purposes of the PPP, air quality impact will be measured in changes in the quantity of emissions produced as the result of a proposed transportation project. The baseline to which projects will be compared is the “no-build” scenario, which provides congestion and air quality conditions in future years assuming no changes are made to the transportation infrastructure. Changes to the transportation infrastructure are reflected in the “build” scenario (which adds the proposed facility to the transportation network). By measuring differences between the two scenarios, one can observe the impact on region-wide emissions totals resulting from a proposed transportation project and determine if the project leads to better air quality conditions than would otherwise be present if the project were not completed.

Emissions reductions may be achieved by improved speeds resulting from more efficiently operated roadways and new infrastructure or the removal of traffic from the roadways altogether. MRMPO analysis will measure emissions levels for individual transportation projects for three different types of pollutants:

- CO – Carbon monoxide
- NOX – Nitrogen oxide
- VOC – Volatile organic compounds

These three types of emissions constitute the most pressing air quality needs for the region. The AMPA is already designated a limited maintenance area for carbon monoxide, while volatile organic compounds and nitrogen oxide are the precursors for ozone. (MRMPO expects the region to fall into ozone non-attainment in the near future.) Comparison will be based on a measurement of the number of kilograms (kg) of each pollutant that can reasonably be expected to be reduced as a result of the implementation of a particular project in a given year.

Goal: Quality of Life

Performance Measure #1: Air Quality

Purpose: Improve air quality by prioritizing projects that result in reduced VMT and reduced emissions

Components:

1. Emissions factors (2 points)
2. Cost-benefit analysis (3 points)

Scoring Method: Quantitative/Thresholds

1. Change emissions
2. Project cost/emissions reduced

Maximum Points = 5

For the project prioritization process MRMPO will conduct two types of analysis depending on the transportation project in question. These two methods can be considered “off-model” and “on-model” analysis respectively, however both methods will consider the magnitude of emissions change as a result of the project. Off-model calculations are based on the mode-shift created by a project; in other words, the number of single-occupancy vehicle trips reduced or eliminated by individual commuters shifting to transit, bicycles, or walking to work. Off-model analysis will be conducted for transit and pedestrian/bicycle projects using a series of formulas and equations that consider the number of vehicles on the roads, the fleet mix (percent share of different types of vehicles), per capita VMT, and average vehicle speeds. The equations assume that a number of vehicles moving at an average speed along a roadway produce a certain level of emissions. If a number of those vehicles are removed from the roadway as a result of commuters shifting to a less polluting form of travel, such as bicycling or public transit, emissions are thus reduced.

On-model analysis calculates the impact of roadway capacity expansion projects using MRMPO’s travel demand model. Based on improvements to the roadway network (i.e. the “build” scenario), new VMT and average

speeds can be obtained. The emissions totals can be deduced by applying VMT totals to the EPA MOVES air quality model in order to extract emissions levels based on overall system performance. By comparing emission changes between the “build” and “no-build” scenarios for a given horizon year, the emissions impact of an individual capacity expansion project can be assessed.²

A third category of transportation projects can be referred to as “efficiency improvements.” These are roadway projects which are designed to improve the efficiency of the transportation system but do not add new infrastructure or capacity and are not inputted into the MRMPO travel demand model. (MRMPO currently does not have the capacity to calculate the emissions changes resulting from roadway changes such as intersection improvements, signal coordination, safety improvements, ITS elements, or street repaving and restoration.) However, it can be fairly assumed that roadway efficiency improvements will result in increased speeds and lower emissions totals. Until that can be quantified at the individual project-by-project level, roadway efficiency projects will not be subject to analysis and will receive a mid-level point score for both elements of the air quality criterion.

Once emissions changes are obtained for individual projects they will be compared through **cost-benefit analysis**. Cost-benefit

analysis is intended to highlight the cost associated with the reduction or change in each unit of pollution as the result of a transportation project. In particular the cost-benefit analysis will reveal the projects which most efficiently and economically result in air quality improvements. For scoring purposes, the estimated total cost, including construction, will be used when determining the benefit of the project relative to the cost. Projects which achieve significant decreases in emissions levels and require minimal federal dollars will be rewarded most heavily in the PPP.

Notes

It is important to note that MRMPO and the AMPA region are not currently required to perform project level air quality analysis. However, the inclusion of emissions changes as a criterion in the PPP is voluntary recognition of the importance of air quality for regional quality of life. The consideration of air quality is also an effort to prepare for the time when the AMPA falls into non-attainment status for one or more of the previously mentioned pollutants. Non-attainment conditions would limit the types of projects for which the Albuquerque region may receive federal funding, and all transportation projects would have to undergo analysis to ensure resulting emissions do not exceed current totals.

² Off-model analysis may use the same “build/no-build” terminology since the build scenario reflects the presence of a project, such as a bicycle trail, even if the analysis is not undertaken with the travel demand model. (In this case the no-build scenario would refer to the conditions absent the project).

HOW TO SCORE

Scoring in the PPP is based on two elements:

1. **Emissions reduction** – measured in the magnitude of emissions reduced.
2. **Cost-benefit analysis** – measured in the cost of reducing each unit of pollutant.

Each will be worth up to three points for a maximum of five points in the air quality criterion. The first component reveals how great the emissions reduction impact is, while the second component determines the efficiency in achieving that reduction as measured in the total federal dollars required to reduce each unit of pollutant. This second piece in particular allows one to determine which projects achieve the greatest impact for the least cost.

1. Emissions reduction (2 points)

All projects which result in emissions reductions will receive two (2) points. Projects which do not change emissions totals or result in emissions increases will receive zero (0) points.

Project Impact	Points
Emissions Reduction	2
Emissions Increase	0

2. Cost-benefit analysis (3 points)

The air quality cost-benefit component rewards projects which most efficiently reduce CO, NOX, and VOC emissions. To find the cost-benefit value the project cost is divided by the emissions reduction (measured in kilograms) resulting in a dollars-per-kilogram value for each of the three types of emissions. The lower the cost of reducing each kilogram of pollutant, the greater the value the project represents in achieving air quality benefits.

Pollutant	Cost of Reducing 1kg	Points
Carbon Monoxide (CO)	Top 1/2 of project list	1
Nitrogen Oxide (NOX)	Top 1/2 of project list	1
Volatile Organic Compound (VOC)	Top 1/2 of project list	1

All projects will be measured and placed in a list for each pollutant type. Points are awarded to the top half of projects which have a positive cost-benefit score. In other words, only projects which reduce emissions are eligible, and only the most efficient of those emissions-reducing projects will receive points for this component. This method highlights the projects which achieve the greatest impact relative to other projects under consideration. Projects may earn up to three points in the cost-benefit analysis component if they rank in the top half of each pollutant list.

Efficiency improvements projects will be awarded a standard one point for each element of air quality (emissions reduction and cost-benefit) for a total of two (2) points for the criterion.

B. Safety

The emphasis placed on safety in the PPP is consistent with NMDOT's Comprehensive Transportation Safety Plan (CTSP), which was introduced to fulfill requirements of SAFETEA-LU. The overall goal of the CTSP is to reduce New Mexico's crash fatality rate 20 percent between 2006 and 2010 by providing safe infrastructure that reduces the risk of traffic accidents. Although 2010 has passed, the goals of reducing fatalities and improving roadway safety conditions remain relevant and are expected to be a continuous goal for all transportation agencies.

As a Quality of Life performance measure in the PPP, the safety criterion is meant to ensure users of the transportation network in

Goal: Quality of Life Performance Measure #2: Safety

Purpose: Ensure projects address safety-needs areas and contain strategies that address safety concerns

Components:

1. Vehicle Crash Rates (3)
2. Pedestrian Risk Area (2)
3. Safety strategy (2)

Scoring Method:

1. Qualitative/Definition
2. Quantitative/Thresholds
3. Qualitative/Project Description

Maximum Points = 7

	Roadway	Transit	Bicycle	Pedestrian
1. Vehicle Crash Rates	Intersection Vehicle Crash Rates	Intersection Vehicle Crash Rates	Intersection Vehicle Crash Rates	Pedestrian Composite Index
2. Pedestrian Risk Area	Pedestrian Crash Rates	Pedestrian Crash Rates	Pedestrian Crash Rates	Pedestrian Crash Rates
3. Safety Strategy	Safety Strategies List	Safety Strategies List	Safety Strategies List	Safety Strategies List

the AMPA have secure, reliable transportation options. This performance measure was developed to highlight locations that could benefit from safety improvements – both from a vehicle and pedestrian perspective – and to encourage projects that mitigate and improve dangerous conditions. Roadway, transit, pedestrian and bicycle safety are considered by the PPP according to the matrix above.

Vehicle Crash Rates (Roadway, Transit, and Bicycle) – MRMPO maintains a database of crash rates by intersection in the AMPA and develops a regional average based on the number of crashes per 1,000,000 vehicles. The AMPA average is based on a rolling five-year data set that includes all categories of crashes (vehicle, bicycle, truck, etc.) for a specific road segment. (The most recent data available for the PPP is for the years 2006-2010)

MRMPO assigns crashes to the nearest intersection for each road segment. The crash rates of individual intersections are compared to the AMPA average to determine high-incident locations. These locations are considered to be areas that could benefit from specific safety improvement projects.

Pedestrian Composite Index (Pedestrian) - MRMPO maintains a Pedestrian Composite Index (PCI) for the entire AMPA, a tool used to assess pedestrian needs from a regional perspective by identifying areas or markets by their potential for pedestrian activity. The PCI considers transportation, land use, and safety elements and groups those elements into categories. The first category – Pedestrian Activity Index – is comprised of positive indicators or generators of pedestrian activity (e.g. pedestrian volume, presence of schools or parks), while the second category

AMPA Average:**1.1381 crashes per million vehicles**

Normalized based on the intersection traffic volume

Formula:
$$\frac{(\text{Avg. No. of Crashes per year} * 1,000,000)}{\text{AWDT} * 365}$$

– Pedestrian Deterrent Index – consists of elements that discourage pedestrian activity (e.g. absence of pedestrian facilities, high pedestrian crash rates, high traffic speed or volume). High marks for Pedestrian Activity and low marks for Pedestrian Deterrent indicate an area where there is considerable potential for pedestrian activity and few types of impedances, indicating the need for improvements is low. By contrast, a low Pedestrian Activity score and a high Pedestrian Deterrent score indicates an inhospitable pedestrian environment with much room for improvement. The most urgent projects are those located in areas with high levels of activity or pedestrian generators and high levels of pedestrian deterrents. The unit of analysis for the PCI is the Census block level. By analyzing a series of adjacent blocks one can determine an overall PCI score for a project area and understand the extent to which pedestrian activity should be improved.

Pedestrian Risk Area – In addition to vehicle crash data, the PPP considers pedestrian safety by identifying locations which are prone to pedestrian-related incidents. Because of the disproportionate risk of injury faced by pedestrians in a traffic incident, the PPP does not measure the rate in which they occur, as it does for vehicle crashes. Rather, the PPP considers the magnitude or overall number of the crashes by location.

To develop an analysis tool, MRMPO compared pedestrian crash intensity from 2000-2009 relative to the surrounding area and relative to the overall region (for reference see Appendix Figure C). MRMPO translated these maps into a composite map of pedestrian risk roadways that conveys dangerous points in a linear manner. The High Pedestrian Risk Roadways map, found in Appendix Figure D, is used to

determine the extent to which projects address pedestrian risk areas.

Safety Strategy – While other components of the criterion measure the degree of safety concerns for a project location, it is also important to consider the type of project being undertaken and whether or not it includes proven safety strategies. Specifically, the safety strategies element encourages projects that prevent vehicle crashes and reduce the risk of injuries, improve roadway conditions, or protect non-motorized travelers. The types of strategies which may be appropriate vary by mode type and can be found in the section below. It should be noted that it is possible for locations with low or non-existent crash rates to receive points in the strategy criterion under the safety strategy element. In those situations the onus is on the member agency to explain the need for a safety project if there is no measurable problem. Some projects may be high priorities from a safety perspective regardless of area crash rates, including safe route to schools and pedestrian crossings to transit facilities. However, if a project does not generate crash rate location points but earns points for containing a safety strategy, the project may be called into question unless a justification for the project from a safety perspective can be given. Similarly, projects that address high risk areas but do not feature proven safety strategies may require explanation.

Purpose of Safety Strategies Criterion

Encourage projects that

- Prevent vehicle crashes
- Improve conditions of roadways
- Protect non-motorized travelers

HOW TO SCORE

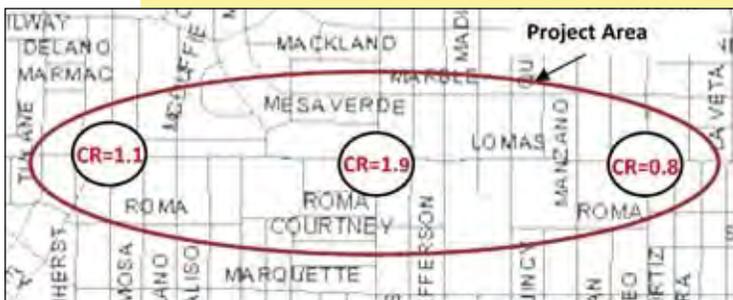
1. Vehicle Crash Rates/PCI
2. Pedestrian Risk Area
3. Safety Strategy

1. Vehicle Crash Rates (3 points)

Individual project crash rate scores are derived from the composite average of crash rates along all intersections in the project area. Points are awarded if the project area surpasses certain thresholds for crash rates (see table below). The point structure is created so that it is difficult to receive maximum points for crash rate locations. Only a small percentage of AMPA intersections have crash rates at the highest threshold level, therefore member agencies must specifically target high-crash intersections in order to receive maximum points. For roadway projects consult Appendix Figure A; for bicycle projects consult Figure B.

CRASH RATE SCORING TABLE

Crash Rate vs. AMPA Average	Points
0 - 0.99	0
1 - 1.24	1
1.25 - 1.49	2
1.5+	3



$$\text{Project Area Crash Rate Average} = \frac{(1.1 + 1.9 + 0.8)}{3} = 1.26$$

$$\text{Project area crash rate average vs. AMPA average crash rate} (1.1381) = 1.107$$

Projects awarded to project = 1

Pedestrian Composite Index

Each census block contains its own PCI score which range from 0 to 5 for Pedestrian Generators and 0 to 3 for Pedestrian Deterrents. The Pedestrian Generator and Pedestrian Deterrents scores are added together to create a total PCI score for the Census block. An average of Census block scores in the project area is taken to generate an overall PCI score.

PCI POINTS TABLE

PCI Score <1.0	= 0 points
PCI Score 1.0 - 1.49	= 1 point
PCI Score 1.5 - 1.99	= 2 points
PCI Score 2.0+	= 3 points

2. Pedestrian Risk Area (2 points)

Up to two points are awarded to projects located in high pedestrian risk areas. These areas are determined based on the volume of pedestrian-related crashes (relative to the surrounding area and to the region). Appendix Figure D translates that data into roadway segments with corresponding pedestrian risk levels.

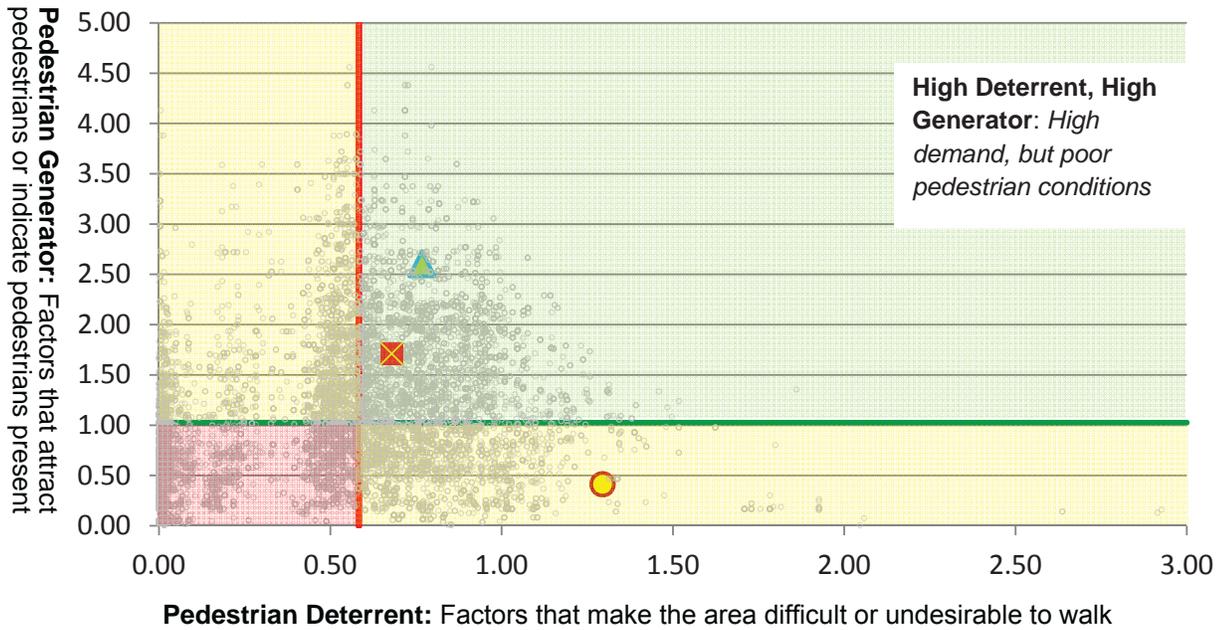
Majority of project located in High Pedestrian Risk Area	= 2 points
Majority of project located in Medium Pedestrian Risk Area	= 1 point
Portion of project located in High Pedestrian Risk Area	= 1 point

3. Safety Strategy (2 points)

Two points will be awarded if the project contains a proven safety strategy from the list contained in the Guidebook. The strategy must be listed in the TIP application or points will not be awarded. The list of safety strategies is organized by project type rather than mode and is a composite of a series of sources (see "References" at the end of this section for more information).

Project contains a proven Safety Strategy	= 2 points
(see page 30 for Safety Strategy List)	

Pedestrian Composite Index: How Pedestrian Market And Pedestrian Deterrent Variables Are Used To Prioritize Areas For Pedestrian Improvement Projects



- Regional roadway and trail segments
- Median regional deterrent score (0.58)
- Median regional generator score (1.03)
- ▲ PCI score for Central Ave – Girard to Louisiana (0.77, 2.61)
- ✖ PCI score from San Pedro Dr – Lomas to Constitution (0.68, 1.71)
- PCI score from 2nd St – Woodward to Desert (1.29, 0.41)

- Green:** Both the generator and the deterrent score are high.
- Yellow:** Either the generator or the deterrent score is high.
- Red:** Both generator and deterrent scores are low.

Safety Strategy List

Purpose of Safety Strategies Criterion

Encourage projects that:

- Prevent vehicle crashes
- Improve condition of roadways
- Protect non-motorized travelers

Geometric Improvements

- Road Diet/Lane reduction
- Narrower lanes
- Roundabouts
- Intersection geometry changes (e.g. Reduce crossing distance, change turn radii)
- Acceleration/deceleration lanes

Physical Projects

- Corridor Access Management – consolidating or eliminating existing driveways and entrances
- Safety Edges (paved shoulders)
- Roadway countermeasures – safety Rumble Strips, guardrails, barriers, crash cushions
- Signage
 - o Enhanced delineation around turns
 - o Pedestrian/bicycle crossing signs
 - o Variable message signs/warning signs

- Pedestrian Crossing Improvements
 - o Median Refuges
 - o Signals/Sensors/Signal detection
 - o Protected pedestrian/bicycle intersection crossing
 - o Crossings at transit stops or stations
- Railroad crossings
- Lighting improvements
- Truck climbing lanes
- Bridge repair/reconstruction
- Parallel off-street bicycle facilities
- Wildlife-related strategies crossings/fencing

Programmatic Strategies

- Bicycle/pedestrian education programs
- Driver awareness/education programs
- Comprehensive safety plan
- Transit facility security
- Incident Management Plans
- Courtesy Patrol

References

- FHWA Proven Safety Countermeasures – <http://safety.fhwa.dot.gov/provencountermeasures/>
- Iowa Comprehensive Highway Safety Plan, September 2006 – <http://www.iowadot.gov/traffic/shsp/default.html>
- List of projects exempt from FHWA conformity analysis as identified by 40 CFR 90.126
- Texas Transportation Institute. “Safety Guidelines for Rural and Small Urban Transit Agencies,” September 2002
- National Cooperative Highway Research Program. Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, “Volume 18A: A Guide for Reducing Collisions Involving Bicycles,” 2008
- National Highway Traffic Safety Administration. Uniform Guidelines for State Highway Safety Programs, “Guideline 14: Pedestrian and Bicycle Safety,” November 2006

C. Environmental Justice

Federal transportation authorization legislation requires that the planning process be consistent with Title VI of the Civil Rights Act by ensuring that discrimination not occur in the implementation of federal programs or the awarding of federal assistance. However, it is one thing to ensure that a project complies with Title VI, and it is another to focus transportation projects on communities with infrastructure and development needs. The MRMPO PPP specifically highlights and rewards those projects which improve the transportation conditions in environmental justice communities.

Environmental justice is “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”³ For the purposes of the PPP, environmental justice communities are those with a high percentage (more than 50 percent) of minority and/or low-income populations.⁴ Low income refers to locations where the median household income is below the overall value for the county in which the project is located. The environmental justice criterion specifically determines whether a project will impact environmental justice communities and has been included to encourage member agencies to consider these communities during project development.

Given the federal certification requirements for NEPA and the required compliance with Title VI, it can be safely assumed that federally-funded transportation projects will not cause adverse effects on proximate communities. Therefore all projects which are located in high minority and/or low-income

Goal: Quality of Life

Performance Measure #2: Environmental Justice

Purpose: Improve transportation options for low-income and minority communities

Components:

1. Minority population (2)
2. Income level (2)

Scoring Method: Quantitative/Thresholds

Points awarded based on percent of project area which is considered low-income or minority

Maximum Points = 4

communities, regardless of the project’s purpose, are eligible for points in the PPP because it is assumed that they will ultimately not cause significant adverse effects on these communities and would likely benefit the environmental justice community in some way.

Median Household Income by County

Bernalillo	\$48,398
Sandoval	\$58,116
Valencia	\$42,525

Source: American Community Survey 2008-2012

Notes

The TIP application will ask member agencies to explain in narrative form the impact the project will have on the surrounding community, be it positive or negative. As it is understood that projects must go through the NEPA certification process and establish member agencies’ efforts to avoid, minimize, or mitigate negative impacts to local communities, the MRMPO prioritization process will not require the same level of detail. The narrative provided in the TIP application will not generate points as part of the project prioritization process but may assist in the discussion regarding the intangible benefits of each project.

³ Environmental Protection Agency. <http://www.epa.gov/environmentaljustice/> Referenced May 19, 2010

⁴ Most definitions of environmental justice communities consider income and minority levels in a specific community relative to regional averages. Minority population data is taken from the 2010 Census. Median household income is taken from the 2008-2010 American Community Survey.

HOW TO SCORE

To assess the impact of a transportation project on an environmental justice community, the composite minority population and median household income levels will be taken for all DASZs in the project area. These two components are worth up to two points each in the PPP.

1. Percent Minority Population (2 points)

Minority population totals are based on 2010 Census data and are analyzed for the PPP at the Block Group level (see Appendix Figure E).⁵ The PPP will consider the overall minority population percent in the Block Groups immediately adjacent to the project area.

MINORITY POPULATION IN PROJECT AREA

Percentage	Points
0 - 49.99%	0
50% - 74.99%	1
75% +	2

2. Median Household Income (2 points)

Median household income at the Block Group level is taken from the 2008-2012 American Community Survey (see Appendix Figure F). Points are awarded based on the weighted average of all Block Groups in the project area. (A weighted average is used since not all Block Groups contain the same population size.)

MEDIAN HOUSEHOLD INCOME IN PROJECT AREA

Income Status	Points
Above Median Income	0
75% - 99.9% of Median Income	1
<75% of Median Income	2

Finding Composite Minority Population and Income Ratio Example

Block Group	Income Ratio	Total Population	Percent Minority	Minority Population
4735/2	0.44	725	94%	682
4402/1	0.90	168	85%	143
4402/2	0.72	361	80%	289
4738/1	0.57	1097	94%	1031
Totals		2351	91%	2145



⁵ The most recent minority population by percentage estimates are derived from 2010 Census data. Many environmental justice calculations compare the characteristics of the community affected by the project to the regional average. In the AMPA the overall minority population is approximately 50%, making the calculation of community characteristics more straightforward than comparing against the regional average.

D. Preserve Existing Infrastructure

According to TRIP, a national transportation research group, 32 percent of U.S. roadways are in poor or mediocre conditions and 25 percent of U.S. bridges are structurally deficient or functionally obsolete.⁶ With these statistics in mind, and given the improvements in safety and efficiency that accompany a well-maintained transportation system, the PPP and the 2035 MTP emphasize maintaining the existing transportation system in a state of good repair. Furthermore, preservation projects generally support alternate modes including walking, bicycling, and public-transit through improvements to the existing infrastructure. For these reasons this criterion specifically rewards projects that reduce the need for large new capital investments in surface transportation through the preservation of and improvements to the existing network.

This quantitative criterion is designed to capture the extent to which a project is dedicated to maintenance, rehabilitation, or reconstruction (i.e. preservation). The greater the project's emphasis on preservation – as measured in costs – the greater the number of points awarded. This approach requires member agencies and project applicants to provide information on the distribution of costs within the project itself. If that information is not provided as part of the application, the project will not receive points for the preserve existing infrastructure criterion.

Activities that are considered preservation projects include, but are not limited to the following:

- reconstruction, resurfacing and pavement rehabilitation
- intersection improvements that do not add general purpose lanes (e.g. intersection turn-lanes, crosswalks)
- safety features including lighting, signal timing and coordination
- ITS implementation
- pedestrian facility improvements

Goal: Quality of Life

Performance Measure #4:

Preserve Existing Infrastructure

Purpose: Preserve and enhance existing facilities rather than create new ones

Components:

Project costs dedicated to rehabilitation/reconstruction/maintenance (4)

Scoring Method: Quantitative/Thresholds

Points awarded based on extent of project funding dedicated to rehabilitation/reconstruction

Maximum Points = 4

- bicycle facility improvements
- transit vehicle and equipment replacement
- facility repairs
- track repairs and upgrades

Design activities related to the development of reconstruction or rehabilitation activities may be included in the overall percentage of project costs dedicated to preservation.

Improvements to bridges are also considered in the PPP under the preserve existing infrastructure criterion. Bridge improvements are fundamental for the safety of transportation system users in the region, and are critical for the movement of people and goods across the AMPA. Of particular interest are projects which result in a bridge's removal from the deficient bridge list. The list applies to bridges which are structurally deficient (i.e. require physical improvements to ensure safety) or functionally obsolete (i.e. incapable of meeting travel demands) as determined by the FHWA.

Notes

If a project brings pedestrian infrastructure into compliance with Americans with Disabilities Act (ADA) standards, the project will receive a minimum of one point regardless of the cost of the project. By awarding points to projects which achieve ADA compliance, the PPP recognizes the improvement in mobility resulting from the project.

⁶ "Key Facts About America's Road and Bridge Conditions and Federal Funding," <http://www.tripnet.org>, May 2010

HOW TO SCORE

The *preserve existing infrastructure* criterion is worth a maximum of three (3) points. The project applicant is to provide an estimate of overall project cost dedicated to rehabilitation and reconstruction activities. Points will be awarded based on thresholds (see table below) related to the percent of the assumed project cost dedicated to preservation activities. A project which results in the removal of a bridge from the deficient bridge list receives an automatic three points.

FUNDS DEDICATED TO PRESERVATION

Percentage	Points
0-20%	0
21-40%	1
41-60%	2
61-80%	3
81-100%	4

ADDITIONAL CONSIDERATIONS

Project removes bridge from structurally deficient bridge list	= 4 points
Preservation project achieves ADA compliance	= 1 point

Goal 2

Mobility of People and Goods

The *Mobility of People and Goods* goal pays particular attention to efficiency by targeting federal transportation dollars to locations with the greatest congestion and areas that would have the broadest impact.

However, it quickly became clear during the development of the prioritization process that not all projects could be evaluated using the same methodology. The differences between projects for different modes are particularly acute when measuring impacts in terms of mobility. Locations which are appropriate for roadway improvements may not necessarily be conducive to transit or pedestrian/bicycle treatments, and vice versa. The Mobility goal is the only one of the three goals with performance measures which are specific to the project mode type; roadway, transit, and pedestrian/bicycle projects will each have their own set of evaluation criteria. This section contains detailed explanations of the prioritization process for projects of each mode type.

Interstate projects and Studies/Data Collection projects will be evaluated separately. Since Interstate projects will largely compete with each other in certain TIP funding categories, evaluating Interstate projects against each other may be of more value than comparing those projects with other mode types. Studies/Data Collection can be considered prerequisites for developing good transportation projects and do not implement new infrastructure or performance strategies themselves. Therefore they should not be compared to projects which address targeted locations. However, it may be useful to compare Studies/Data Collection projects to each other to determine if certain proposed locations merit more attention and study than others.

Mobility of People and Goods Criteria

- 1) Geographic Needs
- 2) Traffic Volume/People Movement
- 3) Intelligent Transportation Systems
- 4) Intermodal Connectivity
- 5) Alternate Modes
- 6) Performance Strategies

It should be noted that Interstate and Studies/Data Collection projects will be evaluated using roadway criteria as the roadway evaluation criteria are most general.

While the efforts of the CMP Committee focused largely on the criteria for roadway and transit, the Pedestrian/Bicycle Technical Advisory Group (PB-TAG) was tasked with developing regional priorities for non-motorized transportation modes. Input from PB-TAG made it clear that pedestrian and bicycle project performance measures could be grouped into overarching categories along with roadway and transit criteria, albeit with distinct methodologies for each mode type. The categories that emerged as part of the PPP for the Mobility goal include the following:

1. Address **geographic needs**
2. Target areas with high traffic **volume/people movement**
3. Incorporate **Intelligent Transportation Systems (ITS)** technology
4. Provide **intermodal connectivity**
5. Create **alternate mode choices**
6. Implement **performance strategies**

Given the transportation challenges that the Albuquerque metropolitan area faces in the coming decades it is critical that money be used wisely and effectively. Collectively these criteria shed light on a project's impact on the movement of people and goods across the AMPA. Full explanations of criteria for each mode type can be found later in this section.

“The Mobility goal is the only one of the three goals with performance measures which are specific to the project mode type; roadway, transit, and pedestrian/bicycle projects will each have their own set of evaluation criteria.”

“Given the transportation challenges that the Albuquerque metropolitan area faces in the coming decades it is critical that money be used wisely and effectively.”

However, it is worth addressing the individual categories here and explaining how the constituent parts fit together.

As mentioned above, the mobility goal is intended to maximize performance and efficiency in the transportation system by targeting congested and regionally significant areas, creating multiple transportation options, and implementing meaningful and appropriate strategies. The purpose of the first category – geographic need – is to address the most congested areas and locations with greatest needs. These locations vary by mode type but reflect overall regional priorities established during the 2035 MTP development process. For roadway projects these are defined based on congestion scoring and data developed as part of the Congestion Management Process. In particular this category identifies locations with high peak-hour activity. For transit projects geographic need is identified through the major transit facilities network recently developed for the 2040 MTP, which identifies the locations most conducive to high-frequency transit service. Pedestrian and bicycle projects will be evaluated based on the project’s location with respect to schools and activity centers, and whether or not the project extends or fills in gaps in the network.

The second category is people movement, which measures the combined number of vehicle and transit users in a project area. This category can be thought of as a complementary piece to geographic need which encourages projects in places with high activity at all times of day, not just peak hours (as measured in congestion conditions).

The third and fourth categories evaluate the extent to which projects include viable

transportation options and thereby encourage alternatives to single-occupancy vehicle use. The intermodal connectivity criterion rewards projects which provide direct connections to transit facilities such as park and ride locations and New Mexico Rail Runner Express stations or projects that enhance existing transit services. The alternate modes criterion awards points to projects which provide additional options for pedestrians and bicycle users.

The fifth and sixth categories promote efficient system performance through the incorporation of ITS technology and the inclusion of appropriate performance strategies respectively. ITS improves performance through the deployment of advanced communication technologies into the transportation infrastructure. ITS components are common for roadway, interstate, and transit projects and are therefore incorporated into the prioritization projects for those mode types. Although ITS may involve installations for non-motorized modes, ITS is not included as part of the pedestrian/bicycle prioritization scheme. Therefore the ITS criterion applies to roadway and transit projects only. The performance strategies criterion in particular highlights projects which implement proven congestion management strategies – or strategies which encourage pedestrian and bicycle commuting activity – to maximize the functionality of the network. Performance strategies include targeted improvements and overall programmatic steps which result in improved traffic flow, reduced congestion, or increases in non-motorized users.

Mobility Goal - Project Type Comparison

	<i>Roadway</i>	<i>Transit</i>	<i>Bicycle</i>	<i>Pedestrian</i>
Geographic Need	<p>Congested Corridor (4) Project located along CMP congested corridor</p> <p>Congested Link (4) Extent of congestion along project area</p>	<p>High Capacity Corridor (5) Project located along primary transit facility</p> <p>Activity Centers (3)</p>	<p>Connects to/fills gap in network (4)</p> <p>Access to Activity Centers (3)</p> <p>Access to Schools (3)</p>	<p>Connects to/fills gap in network (4)</p> <p>Access to Activity Centers (3)</p> <p>Access to Schools (3)</p>
Transit Connections	<p>Intermodal Connectivity (4) Project provides improved or new direct connection to intermodal facility, including Rail Runner station, park & ride facility, or public airport</p>	<p>Intermodal Connectivity (4) (New or expanded beyond existing) Connection to Rail Runner stations Connection to Park & Ride Facility Connection to Public Airport New Park & Ride Facility</p>	<p>Access to Public Transportation (4) Project provides access to Rail Runner station, park and ride facility, or public airport Level of transit service</p>	<p>Access to Public Transportation (4) Project provides access to Rail Runner station, park and ride facility, or public airport Level of transit service</p>
Alternate Modes (Ped/Bike)	<p>Alternate Modes (3) Roadway project includes secondary bicycle or pedestrian facility above and beyond existing conditions.</p>	<p>Alternate Modes (3) Project includes ped/bike connection to transit site, or additional ped/bike amenities (e.g. larger bike racks)</p>	<p>Alternate Modes (3)</p>	<p>Alternate Modes (3)</p>
People Movement	<p>Average vehicle and transit users along project area (4)</p>	<p>Average vehicle and transit users along project area (4)</p>	<p>Average vehicle and transit users along project area (4)</p>	<p>Average vehicle and transit users along project area (4)</p>
Performance Strategies	<p>Strategies Matrix (4) Project includes strategy taken from CMP toolkit and is considered a priority according to the strategies matrix</p>	<p>Strategies Matrix (4) Project includes strategy taken from CMP toolkit and is considered a priority according to the strategies matrix</p>	<p>Encouragement Strategies (4) Project includes strategy that encourages additional use of the pedestrian/bicycle infrastructure</p>	<p>Encouragement Strategies (4) Project includes strategy that encourages additional use of the pedestrian/bicycle infrastructure</p>
ITS	<p>Intelligent Transportation Systems (2) (ITS)</p>	<p>Intelligent Transportation Systems (2) (ITS)</p>		

A. Geographic Need

Identifying geographic need for roadway projects is tied to the Congestion Management Process (CMP). The CMP collects peak period data for a network of 30 corridors across the AMPA and the two Interstate facilities. Three types of data are collected as part of the CMP: Volume-to-capacity ratio (V/C), which measures the actual traffic on a roadway compared to the intended capacity;² speed differential, which compares the average vehicle speed to the posted speed limit; and intersection crash rates, which serve as an indicator of non-recurring congestion. This data is analyzed and compared using scoring metrics to determine the extent and magnitude of congestion within the corridors across the network. The scores result in a corridor ranking table which sorts corridors from 1-to-30 based on their overall profile (Interstates are analyzed separately).

The prioritization process will evaluate project locations on two levels: first, at the overall corridor level, and second, at the more specific segment or link-level. These will be referred to as the **congested corridor** score and the **congested link** score respectively. Points for the congested corridor score are awarded based on whether a project is located along a congested corridor and where that corridor falls on the ranking list. The more congested the corridor is overall, the more points a project will receive. If a project is not

Goal: Mobility - Roadway Performance Measure #1: Geographic Need

Purpose: Encourage projects that address heavily-traffic, congested corridors

Components:

1. Congested corridor network ranking table (4)
2. Congested link conditions (4)

Scoring Method: Quantitative/Geographic

1. Congested corridor network ranking table
2. Congested link conditions

Maximum Points = 8

along a congested corridor it cannot receive points in the geographic need criterion.¹ This approach holds that improvements anywhere along a congested corridor will have a positive impact. The impact on the environment will be even greater if the project specifically addresses severely congested sections, or links, of a major corridor. The congested link score therefore evaluates the link-level conditions and awards points based on the severity of the congestion along the project area. This evaluation is based on V/C and speed differential data, but not crash rates, which are used as a means of measuring Safety benefits in the Quality of Life goal. The more congested the project area, the higher the congested link score for the project. Projects will be evaluated regardless of whether or not they are located along a CMP corridor.

¹ The exception is roadways classified as principal arterials, which may receive one point in the congested corridor element. The comprehensive nature of the congested network means that relatively few major transportation facilities in the AMPA are not eligible for points in this category. Projects not located along congested corridors are not eliminated from consideration in the PPP even if they do not generate points in this category.

² Link Capacity levels are based on Florida LOS D.

HOW TO SCORE

1. Congested Corridor (4 points)

The congested corridor ranking table determines the number of points awarded to a project. Points are awarded based on the severity of congestion across the corridor as a whole. (For complete ranking table see Appendix).

CONGESTED CORRIDOR

Corridor Rank	Points
1 - 7	4
8 - 14	3
15 - 21	2
22 - 30	1
Interstate	2
Systemwide Project	2
Other Principal Arterials	1

Projects not located along a congested corridor are not eligible for points in this criterion unless the project is targeted at a principal arterial roadway. Projects located at the intersection of two congested corridors receive points for the higher ranked corridor and will receive one additional point for addressing multiple congested facilities. The congested corridor ranking table is revised yearly, meaning the table is fluid and subject to change as new data becomes available.

The PPP will use the most current ranking table. Consult Appendix Figure E for the CMP corridors network and Figure F for the CMP scoring table.

2. Congested Link (4 points)

The congested link element measures the average V/C and speed differential conditions along the project area. V/C and speed differential data can be found in the MRMPO CMP Atlas. Each link receives a score based on the V/C ratio and speed differential for that segment of a corridor. An average is taken for all links along the project area. Those averages are compared to the scoring thresholds found in the table below to determine the number of points awarded for this element of the geographic need criterion.

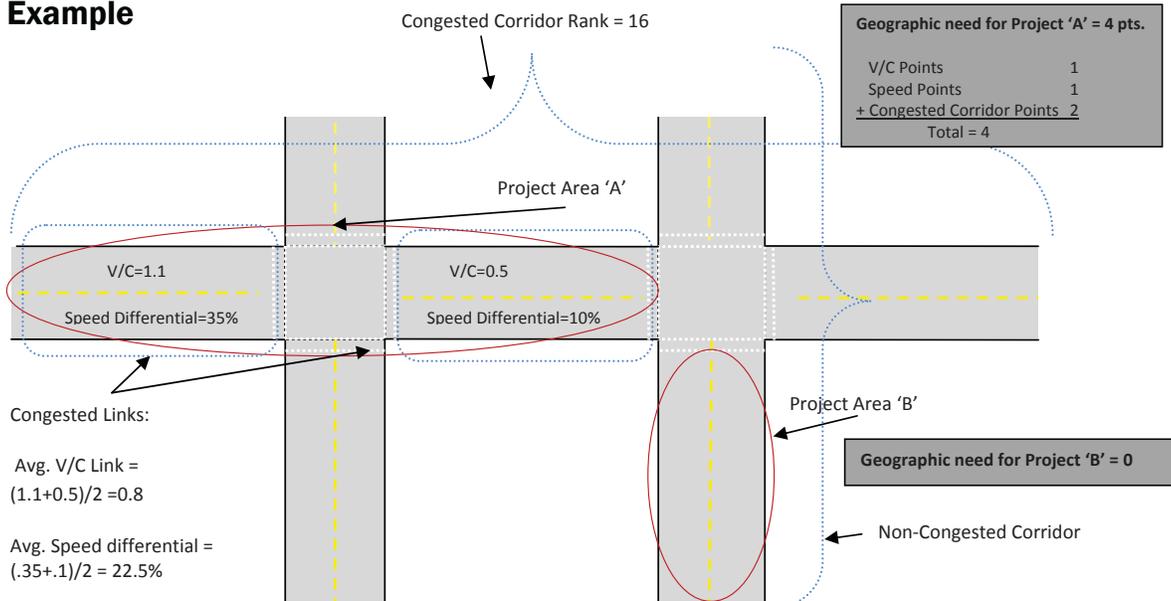
Peak period volume data can be found through the Transportation Analysis and Querying Application found on the MRCOG website.

CONGESTED LINK*

Avg V/C Score	Avg Speed Score	Points
0 - 0.69	0 - 14.99%	0
0.7 - 0.89	15 - 24.99%	1
0.9+	25% +	2
Interstate projects		2
Systemwide projects		1

*Each Congested Link section is worth a maximum of two points. The total from each section is added for a maximum of four points.

Example



B. People Movement

In determining the impact of a transportation project on a particular area it is important to consider the overall number of users of a particular roadway, not just the number of vehicles affected. The PPP assesses people movement as the total number of vehicle and transit users along a project area.

The total number of vehicle users is determined by taking the Average Weekday Daily Volume (AWDT) multiplied by the vehicle occupancy rate (MRMPO assumes an average vehicle occupancy rate of 1.2 persons per vehicle). Transit user totals are developed by taking boarding and alighting surveys conducted by MRMPO and ABQ Ride and assessing the percentage users of a route onboard along a given segment. The number of total riders along a segment is a function of that percentage and the overall daily ridership for a route. Totals by route by segment are summed for roadways with overlapping transit routes. The total transit users for a segment are added to the total vehicle users to find an overall users volume.

$$\text{People Movement (Total Users)} = \text{Vehicle Users (AWDT * 1.2)} + \text{Transit Users}$$

Not all roadways have transit service. In these cases, the number of total users is simply the total number of vehicle users for a segment. Measuring traffic volume alone is still an important indicator of people movement as AWDT levels provide a good indication of the number of users that could be impacted by a particular transportation project. It also offers an important contrast to congestion data, which assesses conditions during the morning and evening peak periods only. Most importantly, AWDT helps identify areas of high activity and provides insights into the potential market for alternate modes and transit service.

Goal: Mobility - Roadway Performance Measure #2: People Movement

Purpose: Determine the number of individuals that traverse the project area in the span of a day

Components:
Average Weekday Daily Traffic (AWDT)
Transit Users by Segment

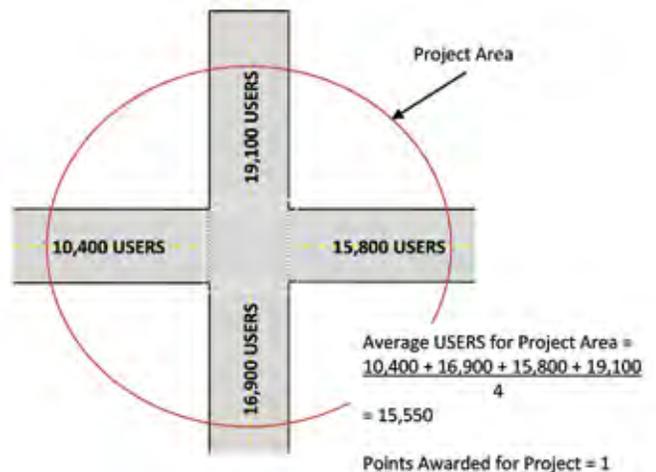
Scoring Method: Quantitative/Thresholds
Points awarded based on volume of traffic along project area

Maximum Points = 4

Notes:

AWDT data is collected by MRMPO for all roadways classified as Interstates, arterials, and collectors. The data is collected at a minimum of once every three years and with greater frequency on a number of major roads in the AMPA. (A growth factor is applied to develop counts for intervening years.) Traffic counts data are compiled into Traffic Flow Maps which indicate the number of vehicles that pass along a roadway over the course of a 24-hour day (See Appendix Figure I). Boarding and alighting surveys for area transit routes were conducted in April 2011 although more recent ridership data is available. Total transit user data can be found in Transit Users Map in Appendix Figure J.

Example



HOW TO SCORE

This criterion is worth a maximum of four (4) points. The average number of combined vehicle and transit users for the entire project area will generate points based on the People Movement table below. Consult the MRMPO Traffic Flow Map (Appendix Figure I) for the most recent traffic volume totals along particular roadways and the Transit Users Map (Appendix Figure J) for transit users by segment. A project may earn a maximum of four points if the project specifically addresses high-volume roadways that experience an average of more than 40,000 total users per day.

PEOPLE MOVEMENT

USERS	Points
0 - 14,999	0
15,000 - 22,999	1
23,000 - 29,999	2
30,000 - 39,999	3
40,000+	4

C. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) entails the application and integration of advanced communications technologies into the transportation infrastructure. Benefits of ITS include improved mobility, reduced congestion, improved safety, enhanced emergency response, improved multi-modal decision-making, and better overall system efficiency.

In recognition of the value of ITS as a performance strategy, implementation of ITS technology is included as a point-generating criterion in the PPP under the Mobility goal. ITS deployment within the AMPA is relatively new and the benefits of ITS are increasingly understood. Due to the fact that it is generally difficult for agencies to identify specific ITS implementation elements during project development, PPP does not consider the types of ITS elements contained in each project and MRMPO will rely on local governments to determine all appropriate ITS elements or strategies and their locations. Instead, points in the PPP will be awarded based on the **project location**. Up to two points will be given to projects that specifically address high priority ITS corridors (one point for location along an ITS-designated corridor and one point for location along a priority corridor). A complete map of ITS corridors can be found in Appendix Figure K.

MRMPO encourages agencies to refer to the ITS priorities matrix developed by the ITS Subcommittee when developing roadway projects. It is also important to note that ITS elements are subject to AMPA's Regional ITS Architecture to ensure interagency operability and consistency with federal guidelines. Finally, agencies must obtain an ITS certification from the New Mexico Department of Transportation prior to project implementation.

Goal: Mobility - Roadway Performance Measure #3: Intelligent Transportation Systems (ITS)

Purpose: Encouraging projects to implement ITS technology on critical corridors

Components:

1. Designated ITS corridor (1)
2. ITS priority corridor (1)

Scoring Method

Points awarded based on whether the project is located along ITS-designated corridors

Maximum Points = 2

Notes

This criterion no longer awards points to any project with ITS component(s). Depending on its intent or purpose, projects may also be eligible for points in the *performance strategy* criterion.

For example, a project may install a Dynamic Message Sign along an Interstate to provide travel times to motorists and warnings of upcoming congestion. Since Dynamic Message Signs are considered a high priority congestion management strategy for the region's Interstate facilities (refer to the CMP Strategies Matrix), this project would also be eligible for points in the *performance strategy* criterion.

HOW TO SCORE

The ITS criterion is worth a maximum of two (2) points.

Project Location

- One point will be awarded if the project located along an ITS-designated corridor.
- One additional point is awarded if the project is located on an ITS-priority corridor (see Appendix Figure K for ITS corridors and priority designations).

References

- Research and Innovative Technology Administration – Intelligent Transportation Systems website (www.its.dot.gov) – Site provides resources on types of ITS applications, costs, benefits, planning, implementation, and operations.
- AMPA ITS Regional Architecture site (www.consystem.com/ampa/web/_regionhome.htm) – Provides the framework for regional ITS integration over the next twenty years.
- NMDOT ITS - <http://nmshtd.state.nm.us/main.asp?secid=11193> - Explains systems engineering process including federal and state requirements for individual projects and actions necessary for maintaining consistency with ITS Regional Architecture.

D. Intermodal Connectivity

Intermodal connectivity refers to the ability to make use of multiple transportation modes during a trip. Most commonly, and for the PPP, this is associated with public transit travel (i.e. bus and train) as individuals walk or bike to transit stops or drive to park and ride facilities, journey on public transit, and walk or bike to their final destination. Improvements to the transit infrastructure create greater opportunities for individuals to commute and access destinations across the metropolitan region without relying on an automobile, and can reduce individual transportation costs and improve roadway performance.

As congestion levels increase across the AMPA, public transit will continue to develop as a meaningful transportation alternative and congestion reduction strategy. Recent improvements such as the New Mexico Rail Runner Express, expanded Rapid Ride service offered by ABQ Ride, and the establishment of the Rio Metro Regional Transit District attest to the public appetite for transit and the potential for transit to connect the region.

Goal: Mobility - Roadway
Performance Measure #4:
Intermodal Connectivity

Purpose: Encourage projects that provide **direct** connections to transit facilities

Components:

1. Pre-identified transit facilities (e.g. Park and Ride, NM Rail Runner Express) (4)
2. Presence of transit components in roadway project (3)

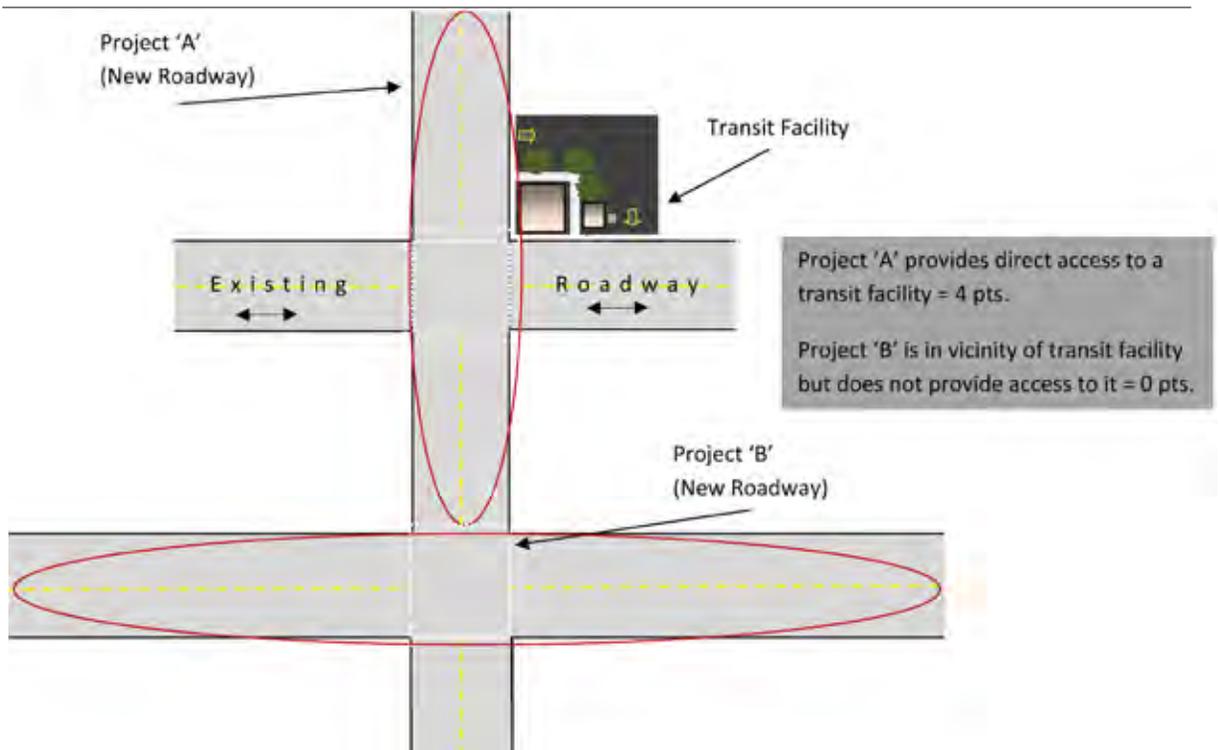
Scoring Method: Qualitative/Definition

1. Points awarded if project provides **direct** access to intermodal facility **OR**
2. Secondary transit component(s)

Maximum Points = 4

In recognition of the increasing role public transit plays in the mobility of the AMPA, and to promote alternatives to single-occupancy vehicle use, the prioritization process encourages the continued development of new and improved transit connections.

This criterion recognizes two types of projects: those which provide direct connections to intermodal transit facilities and roadway projects that incorporate secondary transit



elements. The first type of project highlights improved access to transit facilities which thereby expand travel options. The second type of project entails transit enhancements which are introduced as part of a roadway project. In these instances, transit may not be the primary objective of the project, but consideration is made to improve transit service along the project area.

Eligible transit facilities

- ABQ Ride transit centers (Alvarado Transportation Center, Northwest Transit Center, Uptown Transit Center, Southwest Mesa Transit Center, Tramway & Montgomery Park and Ride)
- NMDOT Park & Ride facilities
- Rio Metro Park & Ride facilities
- New Mexico Rail Runner Express stations
- Albuquerque International Sunport Airport
- Other public airports

Secondary transit elements

- Transit signal prioritization
- Designated transit lane(s)
- Queue-jump facilities
- Bus shelters along project area

Notes

- Private parking lots or businesses which allow transit users to park their vehicles for regular bus stops are not eligible.
- If a roadway project incorporates other strategies that are beneficial to transit, such as a designated transit lane, that project may be eligible for points under the Performance Strategies criterion.
- Other transit elements contained in a project that are not listed above will require narrative explanation in the TIP application for consideration.

HOW TO SCORE

The *intermodal connectivity criterion* is worth a maximum of four (4) points. Points are awarded based on the type or extent of transit features provided. The four-point maximum is available for roadway projects in an all-or-nothing manner if and only if the project provides or creates a new or improved **direct** connection to a transit facility. Projects which may incidentally improve access to these facilities are not eligible for intermodal connectivity points. Improved access must be a primary objective of the proposed project; roadway projects may not earn points for proximity.

Points are also awarded to projects which contain **secondary transit elements**. If a project contains multiple elements it will earn two (2) points, while projects which contain one transit element listed above will earn one (1) point. See the list above for eligible secondary transit elements.

INTERMODAL CONNECTIVITY

Project Type	Points
Single Transit Element	1
Multiple Transit Elements	2
Connection to Transit Facility	4

E. Alternate Modes

Expanding travel options available throughout the transportation network is crucial for creating more walkable and bicycle-friendly communities, improving air quality, and reducing reliance on single-occupancy vehicle trips. As such the alternate modes criterion addresses the role of pedestrian and bicycle facilities in the transportation network by encouraging the development of additional infrastructure for non-motorized modes.

Roadway projects receive points if they include pedestrian and bicycle elements as secondary components which create new or improved pedestrian or bicycle infrastructure. Examples include roadway projects which create facilities where none existed before, extend existing sidewalks or bicycle lanes, or voluntarily expand or widen bicycle lanes to meet guidelines established by the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities. All pedestrian or bicycle improvements must be described in the TIP application for a project to receive points in the alternate modes criterion. Involuntary improvements, such as bringing existing pedestrian infrastructure into compliance with the Americans with Disabilities Act (ADA) during a larger roadway project, will not generate points.³

Goal: Mobility - Roadway Performance Measure #5: Alternate Modes

Purpose: Reward projects which include new bicycle and/or pedestrian facilities as secondary elements of roadway projects

Components:
Presence of pedestrian/bicycle facilities in roadway project (3)

Scoring Method: Qualitative/Definition
Points awarded if project includes new pedestrian and/or bicycle facilities that expand beyond existing conditions

Maximum Points = 3

HOW TO SCORE

Points are awarded based on adherence to the qualitative criteria outlined above. Three (3) points will be awarded to projects with an alternate modes component; projects without such a component will receive zero (0) points.

³ For example, if in the process of widening a principal arterial from four to six lanes sidewalks also are widened from three feet to five feet to comply with ADA regulations (see 49 CFR 38 for ADA specifications), this project is NOT eligible for points in the alternate modes category. In this scenario the member agency conducting the project is required to make the improvements and is not undertaking them by choice, and therefore the project is not eligible for alternate modes points. In short, if projects improve these types of infrastructure because they are required to when undertaking roadway projects, the project will not earn alternate modes points. However, in such circumstances projects may be eligible for some points in the preserve existing infrastructure criterion.

F. Performance Strategies

While the geographic need and people movement criteria specifically recognize heavily trafficked and congested locations, they do not ensure that transportation mobility problems associated with those locations are addressed. That consideration is made through the performance strategies criterion, which awards points for projects that will improve the operations of transportation facilities and the transportation network and considers the appropriateness of the strategy for the project location. A comprehensive list of proven roadway and transit performance strategies which are appropriate for the AMPA can be found in the CMP Toolkit on the MRCOG website. The Toolkit serves as a reference guide for member agencies and has been incorporated into the PPP.

However, not all performance strategies are suitable in all locations, and it is important to pair corridors with appropriate strategies. For this reason the performance strategies criterion of the PPP is based on a Strategies Matrix which matches corridors with appropriate strategies. Part of the matrix is shown below for reference. The entire is matrix can be found in Appendix Figure L.

The Strategies Matrix was developed by the CMP Committee in 2010 and revised following the development of the 2012-2017 TIP. The matrix applies priority levels for the strategies contained in the Toolkit to the corridors that comprise the CMP network. In the revision process, the CMP Committee employed a

Goal: Mobility - Roadway
Performance Measure #6:
Performance Strategies

Purpose: Reward projects which incorporate congestion management strategies in roadway projects

Components:
 Congestion Mitigation Toolkit/CMP Strategies Matrix (4)

Scoring Method: Qualitative/Definition
 Points awarded if project includes a congestion mitigation strategy outlined in the toolbox and, if applicable, designated as appropriate for the corridor

Maximum Points = 4

systematic approach that considered roadway types and the respective roles and functions that corridors play in the AMPA.

The matrix designates the degree of priority for strategies by corridor using a three-color scheme:

- Blue = High priority
- Green = Medium priority
- Yellow = Low Priority
- Grey = Not Appropriate/Not Applicable

While the matrix is focused on the CMP congested corridor network, projects which are not located along CMP corridors may still receive points based on the priority level for non-CMP corridors or if the strategy could be implemented at a regionwide level. Examples of projects which are a high priority at the regionwide level include a transit vehicle information program or a formal ridesharing travel services program.

		Expanded traffic signal timing and coordination -ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion	Transit vehicle information	Electronic fare collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Freight improvement Strategies
1	Alameda Blvd.	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Green	Blue	Green	
2	Montano Rd.	Blue	Green	Yellow	Green	Green	Yellow	Yellow	Green	Green	Grey
3	Paseo del Norte Blvd.	Blue	Green	Blue	Blue	Blue	Blue	Blue	Yellow	Yellow	Grey
4	Bridge/Cesar Chavez Blvd.	Blue	Blue	Yellow	Yellow	Yellow	Green	Yellow	Blue	Yellow	Yellow
5	US 550	Blue	Green	Yellow	Yellow	Yellow	Yellow	Green	Blue	Green	Yellow
6	Paradise Blvd.	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue	Green	Yellow	Yellow
7	NM 47	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow

HOW TO SCORE

The performance strategies criterion is worth a maximum of four (4) points. Projects will be scored based on whether they include a CMP strategy and the level of priority for the project location. Projects which implement high priority strategies in appropriate locations receive the most points, followed by projects which implement medium priority strategies. Consult the Appendix Figure L for a complete version of the Strategies Matrix.

AWARDING POINTS

Project features a strategy which is considered a high priority for the project location (Blue) = 4 points

Project features multiple medium priority strategies for the project location (Green) = 3 points

Project features a single medium priority strategy for the project location (Green) = 2 points

Project contains one or more low priority strategies (Yellow) = 1 point

A. Geographic Need

The 2040 MTP contains a conceptual transit network that identifies locations conducive to high frequency and high volume transit service over the coming decades. Although the conceptual network is not definitive, it provides a meaningful starting point for evaluating transit investments needs. This network of **major transit facilities** has been modified for the Project Prioritization Process to create a system of tiers that correspond to the level of service along the corridor and the regional role the corridor is likely to serve (refer to Appendix Figure M).

The scoring method for this criterion is very simple: transit projects located along identified high priority corridors will be highlighted and receive points. The number of points awarded depends on whether the corridor is identified as a Tier I, Tier II, or Tier III with Tier I transit corridors generating the most points. Projects may also receive an **activity center bonus** if they provide connections to one or more activity centers. Regional activity centers were identified as part of the development of the 2040 MTP and have also been assigned tiers to reflect their degree of regional significance (these can be found in Appendix Figure N). Because projects identified for funding in the TIP are to be implemented in the relatively near-term, the designations reflect existing or emerging activity centers.

Goal: Mobility - Transit

Performance Measure #1: Geographic Need

Purpose: Encourage projects that address corridors most conducive to high transit activity

Components:

1. Major transit facilities network (5)
2. Activity center connections (3)

Scoring Method: Quantitative/Geographic

1. Points awarded if project is located along high capacity transit corridor
2. Points awarded if project supports or creates additional river crossing opportunities via transit

Maximum Points = 8

HOW TO SCORE

1. Project Location (5 points)

The Major Transit Facilities for Project Prioritization map contains a hierarchy of service which designates Tier I, Tier II, and Tier III transit corridors (see Appendix Figure J). These distinctions reflect the carrying capacity of the corridors and their relative priority in the transit network. A maximum of five points are awarded in the PPP based on the location or route that a transit project addresses (see the table below). The majority of a project (i.e. greater than 50 percent of the funding) must be dedicated to activity along a priority transit corridor to receive maximum points.

2. Activity Centers (3 points)

Projects which facilitate movement across the Rio Grande are also eligible for an activity center bonus. The activity center bonus, worth three points, rewards projects which link together critical regional destinations thus significantly expanding regional transportation options. Projects which are eligible for the activity center bonus include new transit service, service improvements along existing transit routes, and new transit facilities such as park and rides or facility improvements which support transit services connected to major activity centers.

MAJOR TRANSIT FACILITIES

Project Location	Points	Notes
Tier I Corridor	5	>50% of project falls along Tier I transit corridor
Tier II Corridor	3	>50% of project on Tier II OR <50% of project on Tier I corridor
Tier III Corridor	2	
Systemwide	2	Project improves fleet or addresses issues across transit system
Activity Center Bonus	3	Project links multiple Tier I activity centers
Activity Center Bonus	2	Project links multiple Tier II activity centers or provides direct access to one Tier I activity center
Activity Center Bonus	1	Project provides access to any Tier II activity center

Note: The project location score is added to the activity center bonus, if applicable, for a total score (max =8).

B. People Movement

In determining the impact of a transportation project on a particular area it is important to consider the overall number of users of a particular roadway, not just the number of vehicles affected. The PPP assesses people movement as the total number of vehicle and transit users along a project area.

The total number of vehicle users is determined by taking the Average Weekday Daily Volume (AWDT) multiplied by the vehicle occupancy rate (MRMPO assumes an average vehicle occupancy rate of 1.2 persons per vehicle). Transit user totals are developed by taking boarding and alighting surveys conducted by MRMPO and ABQ Ride and assessing the percentage users of a route onboard along a given segment. The number of total riders along a segment is a function of that percentage and the overall daily ridership for a route. Totals by route by segment are summed for roadways with overlapping transit routes. The total transit users for a segment are added to the total vehicle users to find an overall users volume.

$$\text{People Movement (Total Users)} = \text{Vehicle Users (AWDT * 1.2)} + \text{Transit Users}$$

Not all roadways have transit service. In these cases, the number of total users is simply the total number of vehicle users for a segment. Measuring traffic volume alone is still an important indicator of people movement as AWDT levels provide a good indication of the number of users that could be impacted by a particular transportation project. It also offers an important contrast to congestion data, which assesses conditions during the morning and evening peak periods only. Most importantly, AWDT helps identify areas of high activity and provides insights into the potential market for alternate modes and transit service.

Goal: Mobility - Transit
Performance Measure #2:
People Movement

Purpose: Determine the number of individuals that traverse the project area in the span of a day

Components:
 Average Weekday Daily Traffic (AWDT)
 Transit Users by Segment

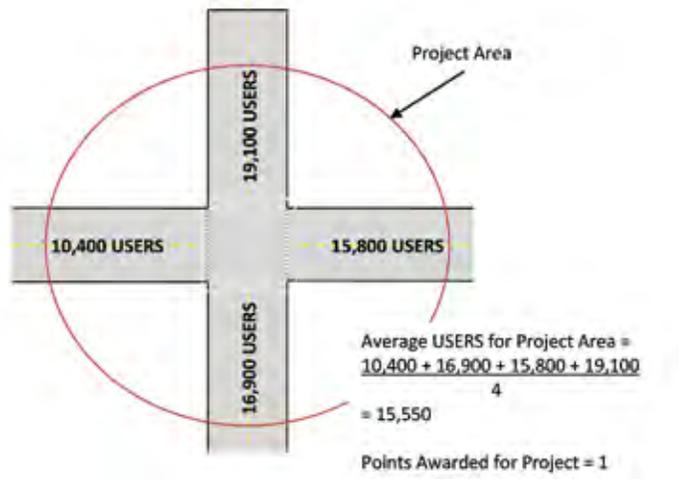
Scoring Method: Quantitative/Thresholds
 Points awarded based on volume of traffic along project area

Maximum Points = 4

Notes:

AWDT data is collected by MRMPO for all roadways classified as Interstates, arterials, and collectors. The data is collected at a minimum of once every three years and with greater frequency on a number of major roads in the AMPA. (A growth factor is applied to develop counts for intervening years.) Traffic counts data are compiled into Traffic Flow Maps which indicate the number of vehicles that pass along a roadway over the course of a 24-hour day (See Appendix Figure I). Boarding and alighting surveys for area transit routes were conducted in April 2011 although more recent ridership data is available. Total transit user data can be found in Transit Users Map in Appendix Figure J.

Example



HOW TO SCORE

This criterion is worth a maximum of four (4) points. The average number of combined vehicle and transit users for the entire project area will generate points based on the People Movement table below. Consult the MRMPO Traffic Flow Map (Appendix Figure I) for the most recent traffic volume totals along particular roadways and the Transit Users Map (Appendix Figure J) for transit users by segment. A project may earn a maximum of four points if the project specifically addresses high-volume roadways that experience an average of more than 40,000 total users per day.

PEOPLE MOVEMENT	
USERS	Points
0 - 14,999	0
15,000 - 22,999	1
23,000 - 29,999	2
30,000 - 39,999	3
40,000+	4

C. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) entails the application and integration of advanced communications technologies into the transportation infrastructure. Benefits of ITS include improved mobility, reduced congestion, improved safety, enhanced emergency response, improved multi-modal decision-making, and better overall system efficiency. ITS is particularly relevant for transit service operations as it can improve efficiency through efforts such as signal timing coordination or signal prioritization. Transit users may also benefit through ITS features that provide real-time traveler information allowing optimal use the transit network.

In recognition of the value of ITS as a performance strategy, implementation of ITS technology is included as a point-generating criterion in the PPP under the Mobility goal. It is important to note that ITS elements are subject to AMPA's Regional ITS Architecture to ensure interagency operability and consistency with federal guidelines. ITS deployment within the AMPA is relatively new and the benefits of ITS are

Goal: Mobility - Transit
Performance Measure #3:
Intelligent Transportation Systems (ITS)

Purpose: Encourage projects to implement ITS technology as part of project scope

Components:
 Inclusion of ITS technology (2)

Scoring Method: Qualitative/Definition
 Two points awarded if project includes any ITS applications

Maximum Points = 2

being increasingly better understood. As such, the PPP will initially consider the inclusion or absence of any ITS component in awarding points to projects rather than assessing the effectiveness of individual projects' ITS components. MRMPPO will rely on local governments to determine all appropriate ITS elements or strategies and their locations.

HOW TO SCORE

The ITS criterion is worth two (2) points total if the transit projects contains *any* ITS component.

References

- Research and Innovative Technology Administration – Intelligent Transportation Systems website (www.its.dot.gov) – Site provides resources on types of ITS applications, costs, benefits, planning, implementation, and operations.
- AMPA ITS Regional Architecture site (www.consysfec.com/ampa/web/_regionhome.htm) – Provides the framework for regional ITS integration over the next twenty years.
- NMDOT ITS - <http://nmshtd.state.nm.us/main.asp?secid=11193> - Explains systems engineering process including federal and state requirements for individual projects and actions necessary for maintaining consistency with ITS Regional Architecture.
- Iowa Department of Transportation – Statewide Intelligent Transportation Systems Deployment Plan – “What are ITS Technologies for Transit,” March 15, 2002 http://www.iatransit.com/resources/its/wp_2.pdf

D. Intermodal Connectivity

Intermodal connectivity refers to the ability to make use of multiple transportation modes during a trip. Most commonly, and for the PPP, this is associated with public transit travel (i.e. bus and train) as individuals walk or bike to transit stops or drive to park and ride facilities, journey on public transit, and walk or bike to their final destination. Improvements to the transit infrastructure create greater opportunities for individuals to commute and access destinations across the metropolitan region without relying on an automobile, and can reduce individual transportation costs and improve roadway performance.

As congestion levels increase across the AMPA, public transit will continue to develop as a meaningful transportation alternative and congestion reduction strategy. Recent improvements such as the New Mexico Rail Runner Express, expanded Rapid Ride service offered by ABQ Ride, and the establishment of the Rio Metro Regional Transit District attest to the public appetite for transit and the potential for transit to connect the region. In recognition of the increasing role public transit plays in the mobility of the AMPA, and to promote alternatives to single-occupancy vehicle use, the prioritization process encourages the continued development of new and improved transit connections. This criterion is largely facility-oriented, which is to say that intermodal connectivity is measured in terms of connections or improvements to transit facilities included in the transportation project. Eligible facilities include Park and Ride facilities (ABQ Ride, NMDOT, Rio Metro) and New Mexico Rail Runner Express stations. This list does not include private parking lots or businesses which allow transit users to park their vehicles or regular bus stops.

Notes

- If a project incorporates other strategies that are beneficial to transit, such as a designated transit lane, that project may be eligible for points under the Performance Strategies criterion.

Goal: Mobility - Transit Performance Measure #4: Intermodal Connectivity

Purpose: Encourage projects that create or provide *direct* connections to transit facilities

Components:

Pre-identified transit facilities (e.g. Park and Ride, NM Rail Runner Express) or construction of a new facility (4)

Scoring Method: Qualitative/Definition

Points awarded if project provides *direct* access to intermodal facility or improves user services beyond existing conditions

Maximum Points = 4

- Eligible transit facilities:
 - o ABQ Ride transit centers/Park & Ride
 - o NMDOT Park & Ride facilities
 - o Rio Metro Park & Ride facilities
 - o New Mexico Rail Runner Express stations
 - o Airports

HOW TO SCORE

Four (4) points awarded for transit projects which provide new facilities or transit connections or improve services beyond existing conditions. At present, four specific types of projects qualify:

- Improvements to existing transit stations
- New park and ride facility or train station
- New transit service which provides a connection to Rail Runner station(s)
- New transit service which provides a connection to a Park and Ride facility

Projects which do not add new services or facilities but preserve the existing level of transit service are not eligible for “Intermodal Connectivity” points. They are, however, eligible for points in the “Preserve Existing Infrastructure” criterion.

E. Alternate Modes

Expanding travel options throughout the transportation network is crucial for creating more walkable and bicycle-friendly communities and for improving air quality and reducing reliance on single-occupancy vehicle trips. As such the alternate modes criterion addresses the role of pedestrian and bicycle facilities in the transportation network by encouraging the development of additional infrastructure for non-motorized modes. Transit is intrinsically connected to pedestrian and bicycle activity as the majority of transit users must travel a short distance to and/or from transit stations to get to home and work. Providing additional connectivity to transit sites is therefore an important step in facilitating the use of alternative modes of transportation and public transit. Transit projects receive points for including direct pedestrian and/or bicycle connections to facilities as part of a transit project, or if the project improves or creates pedestrian/bicycle amenities beyond existing conditions.

Examples include:

- new or additional bicycle lockers at transit facilities
- rider services or amenities at transit facilities (e.g. information kiosks, restroom facilities, bus shelters)
- bicycle racks on buses with greater storage capacity
- improved pedestrian or bicycle connections to a transit facility

Goal: Mobility - Transit

Performance Measure #5: Alternate Modes

Purpose: Reward projects which include new bicycle and/or pedestrian facilities as elements of transit projects

Components:

Presence of pedestrian/bicycle facilities in transit project (3)

Scoring Method: Qualitative/Definition

Points awarded if project includes *new* pedestrian and/or bicycle facilities or connections that expand beyond existing conditions

Maximum Points = 3

HOW TO SCORE

Points are awarded in a yes/no manner based on the inclusion of pedestrian/bicycle components criteria outlined above. Three (3) points will be awarded to projects with an alternate modes component; projects without such a component will receive zero (0) points. The project description provided by the member agency in the TIP application will be used to award points. If pedestrian/bicycle features are not outlined in the project description points may not be awarded in the PPP.

F. Performance Strategies

While the geographic need and people movement criteria specifically recognize heavily trafficked and congested locations, they do not ensure that transportation mobility problems associated with those locations are addressed. That consideration is made through the performance strategies criterion, which awards points for projects that will improve the operations of transportation facilities and the transportation network and considers the appropriateness of the strategy for the project location.

A comprehensive list of proven roadway and transit performance strategies which are appropriate for the AMPA can be found in the CMP Toolkit on the MRCOG website. The Toolkit serves as a reference guide for member agencies and has been incorporated into the PPP.

However, not all performance strategies are suitable in all locations, and it is important to pair corridors with appropriate strategies. For this reason the performance strategies criterion of the PPP is based on a Strategies Matrix which matches corridors with appropriate strategies. Part of the matrix is shown below for reference. The entire matrix can be found in Appendix Figure L.

The Strategies Matrix was developed by the CMP Committee in 2010 and revised following the development of the 2012-2017 TIP. The matrix applies priority levels for the strategies contained in the Toolkit to the corridors that

Goal: Mobility - Transit Performance Measure #6: Performance Strategies

Purpose: Reward projects which incorporate congestion management strategies in transit projects

Components:
Congestion Mitigation Toolkit/CMP Strategies Matrix (4)

Scoring Method: Qualitative/Definition
Points awarded if project includes a congestion mitigation strategy outlined in the toolbox and, if applicable, designated as appropriate for the corridor

Maximum Points = 4

comprise the CMP network. In the revision process, the CMP Committee employed a systematic approach that considered roadway types and the respective roles and functions that corridors play in the AMPA.

The matrix designates the degree of priority for strategies by corridor using a three-color scheme:

- Blue = High priority
- Green = Medium priority
- Yellow = Low Priority
- Grey = Not Appropriate/Not Applicable

While the matrix is focused on the CMP congested corridor network, projects which are not located along CMP corridors may still receive points based on the priority level for non-CMP corridors or if the strategy could be implemented at a regionwide level. Examples of projects which are a high priority at the regionwide level include a transit vehicle information program or a formal ridesharing travel services program.

		Expanded traffic signal timing and coordination -ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion	Transit vehicle information	Electronic fare collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Freight Improvement Strategies
1	Alameda Blvd.	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Green	Blue	Green	
2	Montano Rd.	Blue	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Grey
3	Paseo del Norte Blvd.	Blue	Green	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Yellow	Grey
4	Bridge/Cesar Chavez Blvd.	Blue	Blue	Yellow	Blue	Green	Yellow	Yellow	Blue	Yellow	Yellow
5	US 550	Blue	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Blue	Green
6	Paradise Blvd.	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue	Green	Yellow
7	NM 47	Blue	Blue	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow

High Priority

Medium Priority

Low Priority

Not Appropriate

HOW TO SCORE

The performance strategies criterion is worth a maximum of four (4) points. Projects will be scored based on whether they include a performance strategy and the level of priority for the project location. Projects which implement high priority strategies in appropriate locations receive the most points, followed by projects which implement medium priority strategies. Consult the Appendix Figure L for a complete version of the Strategies Matrix.

AWARDING POINTS

Project features a strategy which is considered a high priority for the project location (Blue) = 4 points

Project features multiple medium priority strategies for the project location (Green) = 3 points

Project features a single medium priority strategy for the project location (Green) = 2 points

Project contains one or more low priority strategies (Yellow) = 1 point

A. Geographic Need

Pedestrian/bicycle geographic need criteria were developed by PB-TAG and are based on three components. The three components are relevant for all areas of the AMPA and reflect regional priority destinations for non-motorized users of the transportation system. The first component, **network improvements**, recognizes the important role connectivity plays for pedestrians and bicyclists by encouraging projects that integrate into the regional pedestrian/bicycle infrastructure by creating new options or enlarging the network to increase mobility and accessibility for non-motorized users. The second component, **access to activity centers**, considers whether or not pedestrian/bicycle projects provide connections to or within areas of high employment as additional infrastructure and connections in these locations decrease reliance on automobiles in commuting to and travelling within these centers. The third pedestrian/bicycle component is **access to or proximity to any UNM or CNM campus**

Goal: Mobility - Pedestrian/Bicycle
Performance Measure #1:
Geographic Need

Purpose: Encourage projects that address heavily-used pedestrian-friendly areas

Components:

1. Existing pedestrian/bicycle network (4)
2. Major activity centers (3)
3. School sites (3)

Scoring Method: Quantitative/Geographic

Points awarded if project extends or fills in gap in pedestrian/bicycle network
 Project provides access to/within activity center
 Project provides access to school/campus site

Maximum Points = 10

or schools including all public K-12 non-charter schools and private schools over 100 students. Similar to the effect on employment centers, providing infrastructure in these areas for non-motorized users creates more opportunities for students or workers to get to their destination without reliance on automobiles.

HOW TO SCORE

1. Network Improvements
2. Access to Activity Centers
3. Access to School Sites

1. Network Improvements (4 points)

Network improvements fall into three categories: filling a gap, extending the network, and system-wide improvement. A project that fills a gap should help to complete the network that is already on the ground while a project that extends the network provides access to previously underserved areas. Only projects that fully connect two already existing facilities qualify as filling a

gap. Projects that qualify for system-wide points are those not tied to a particular facility but which are designed to improve the overall performance of the system or facilitate people's use of the system. System-wide projects include TDM projects, education projects, or marketing campaigns.⁴

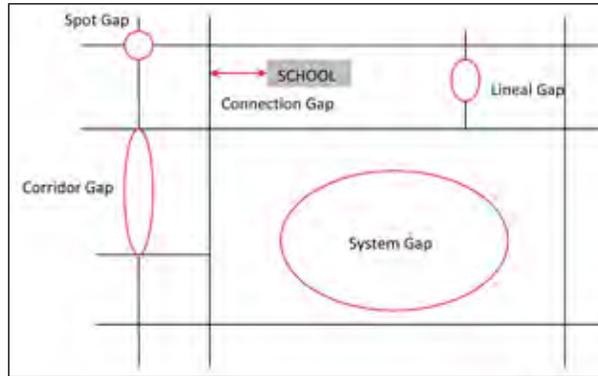
NETWORK IMPROVEMENTS POINTS TABLE

Project Type	Points
Fills Gap in Network	4
Extends Network	2
Systemwide	2

⁴ Projects which rehabilitate or restore existing infrastructure are not eligible for these points, but would qualify for points in the preserve existing infrastructure criterion in the Quality of Life goal.

City of Albuquerque’s Gap Analysis

- a. **System gaps:** Larger geographic areas (e.g. neighborhood or business district) where few or no bikeways exist. System gaps exist where a minimum of two intersecting bikeways would be required to achieve a target network density.
- b. **Corridor gaps:** On clearly defined and otherwise well-connected bikeways, corridor gaps are missing links longer than one mile. These gaps will sometimes encompass an entire street corridor where bicycle facilities are desired but do not currently exist.
- c. **Lineal gaps:** Similar to connection gaps, lineal gaps are half-mile to one mile long missing link segments on a clearly defined and otherwise well-connected walkway or bikeway.
- d. **Connection gaps:** Connection gaps are missing segments (¼ mile long or less) on a clearly defined and otherwise well-connected walkway or bikeway. Major barriers standing between destinations and clearly defined routes also represent connection gaps. Examples include bike lanes on a major street “dropping” for several blocks to make way for on-street parking; a discontinuous sidewalk along a street; or a freeway standing between a major pedestrian or bicycle route and a school.
- e. **Spot gaps:** Spot gaps refer to point-specific locations lacking dedicated facilities or other treatments to accommodate safe and comfortable pedestrian or bicycle travel. Spot gaps primarily include intersections and other areas with potential conflicts with motor vehicles. Examples include bike lanes on a major street “dropping” to make way for a right turn lane at an intersection, or a lack of intersection crossing treatments for pedestrians on a route or sidewalk as they approach a major street.



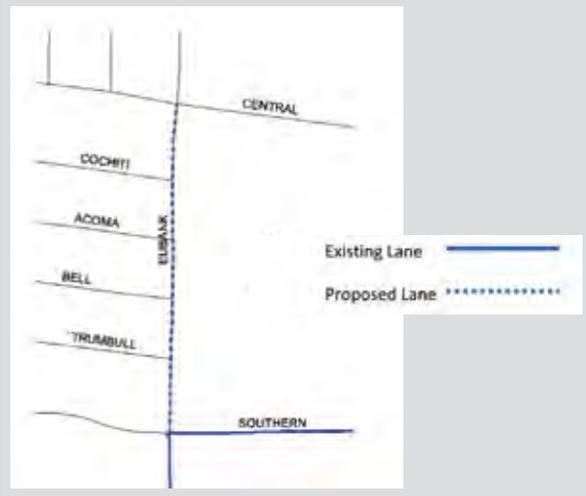
Example: Filling a gap

The I-25 bridge connecting the Bear Arroyo trail with the Osuna Road bicycle lanes is an example of filling a gap. The bridge provides an array of new options for bicycle travelers, and since there is only one other grade separated river crossing in the AMPA, this project is a major improvement to the bicycle network in terms of providing east-west connectivity across physical barriers (e.g. Interstates, rivers).

Not all gap filling projects are this ambitious. For example, the Saratoga Road sidewalks project in Rio Rancho would connect to existing sidewalks that lead to a park and multi-use trail along Northern Blvd. As this project would connect previously isolated facilities, it meets the definition of filling a gap.

Example: Extending the network

This segment of proposed bicycle lanes on Eubank is an example of a network extension network. The lanes are proposed between Central to the north and Southern to the south.



2. Access to Activity Centers (3 points)

Providing better non-motorized access to employment-based Activity Centers gives commuters more options for travelling to work and reduces reliance on single-occupancy vehicles. A maximum of three points are generated in the PPP based on the extent to which a project benefits Activity Centers. A programmatic project that targets employment centers, such as a city-wide transportation demand management effort, would score two points since it is an example of a project which affects, but is not necessarily targeted at, activity centers. If a project is system-wide without targeting these areas of high employment it would receive one point. Projects that provide connections to parks, libraries, community centers, healthcare facilities, or religious institutions may also generate one point.

Consult Appendix Figure N for an illustration of Activity Center locations.

ACCESS TO ACTIVITY CENTERS SCORING

Project Characteristics	Points
At least 50% of project falls within Activity Center(s)	3
Less than 50% of project falls within or provides direct access to Activity Center(s)	2
Project is within 0.25 miles of an Activity Center	1
Programmatic Project that affects Activity Centers	2
Systemwide	1
Direct access to Park, Community Center, Library, Healthcare Facility, or Religious Institution	1

3. Access to K-12 Schools & UNM/CNM Satellite Campuses (3 points)

Parents taking students to school is an important contribution to congestion. As such projects that facilitate travel to school sites are highlighted in the PPP. Safe Routes to Schools studies demonstrate that the likelihood students will walk or bicycle to school drops as the travel distance grows.⁵ For this reason projects which provide direct access to schools receive the most points, while those within proximity of schools also receive recognition. Similar to previous system-wide criteria, programmatic efforts that affect multiple schools (such as a pedestrian/bicycle safety program) qualify for two points.⁶

SCHOOL/CAMPUS SITES SCORING TABLE

Project Characteristics	Points
Project provides direct access /entrance to school(s)	3
Project is within 0.25 miles of a school	2
Project is within 0.5 miles of a school	1
Project affects schools regionally	2



⁵ www.saferoutesinfo.org/resources/collateral/SRTS_baseline_data_report.pdf

⁶ Since the University of New Mexico main campus and Central New Mexico Community College main campus both fall within the UNM/CNM/Hospital Activity Center, only the satellite campuses of these higher education institutions are included in this criterion.

B. People Movement

In determining the impact of a transportation project on a particular area it is important to consider the overall number of users of a particular roadway, not just the number of vehicles affected. The PPP assesses people movement as the total number of vehicle and transit users along a project area.

The total number of vehicle users is determined by taking the Average Weekday Daily Volume (AWDT) multiplied by the vehicle occupancy rate (MRMPO assumes an average vehicle occupancy rate of 1.2 persons per vehicle). Transit user totals are developed by taking boarding and alighting surveys conducted by MRMPO and ABQ Ride and assessing the percentage users of a route onboard along a given segment. The number of total riders along a segment is a function of that percentage and the overall daily ridership for a route. Totals by route by segment are summed for roadways with overlapping transit routes. The total transit users for a segment are added to the total vehicle users to find an overall users volume.

People Movement (Total Users) =

$$\text{Vehicle Users (AWDT * 1.2) + Transit Users}$$

Not all roadways have transit service. In these cases, the number of total users is simply the total number of vehicle users for a segment. Measuring traffic volume alone is still an important indicator of people movement as AWDT levels provide a good indication of the number of users that could be impacted by a particular transportation project. It also offers an important contrast to congestion data, which assesses conditions during the morning and evening peak periods only. Most importantly, AWDT helps identify areas of high activity and provides insights into the potential market for alternate modes and transit service.

Goal: Mobility - Pedestrian/Bicycle Performance Measure #2: People Movement

Purpose: Determine the number of individuals that traverse the project area in the span of a day

Components:

Average Weekday Daily Traffic (AWDT)
Transit Users by Segment

Scoring Method: Quantitative/Thresholds

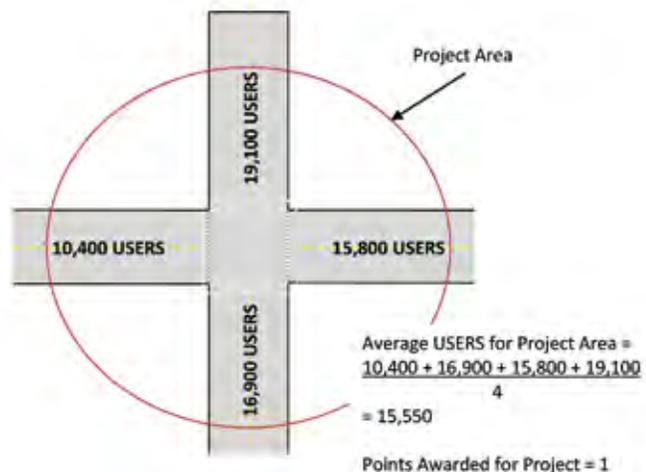
Points awarded based on volume of traffic along project area

Maximum Points = 4

Notes:

AWDT data is collected by MRMPO for all roadways classified as Interstates, arterials, and collectors. The data is collected at a minimum of once every three years and with greater frequency on a number of major roads in the AMPA. (A growth factor is applied to develop counts for intervening years.) Traffic counts data are compiled into Traffic Flow Maps which indicate the number of vehicles that pass along a roadway over the course of a 24-hour day (See Appendix Figure I). Boarding and alighting surveys for area transit routes were conducted in April 2011 although more recent ridership data is available. Total transit user data can be found in Transit Users Map in Appendix Figure J.

Example



HOW TO SCORE

This criterion is worth a maximum of four (4) points. The average number of combined vehicle and transit users for the entire project area will generate points based on the People Movement table below. Consult the MRMPO Traffic Flow Map (Appendix Figure I) for the most recent traffic volume totals along particular roadways and the Transit Users Map (Appendix Figure J) for transit users by segment. A project may earn a maximum of four points if the project specifically addresses high-volume roadways that experience an average of more than 40,000 total users per day.

PEOPLE MOVEMENT	
USERS	Points
0 - 14,999	0
15,000 - 22,999	1
23,000 - 29,999	2
30,000 - 39,999	3
40,000+	4

C. Intermodal Connectivity

Intermodal connectivity refers to the ability to make use of multiple transportation modes during a trip. Most commonly, and for the PPP, this is associated with public transit travel (i.e. bus and train) as individuals walk or bike to transit stops or drive to park and ride facilities, journey on public transit, and walk or bike to their final destination. Improvements to the transit infrastructure create greater opportunities for individuals to commute and access destinations across the metropolitan region without relying on an automobile, and can reduce individual transportation costs and improve roadway performance.

As congestion levels increase across the AMPA, public transit will continue to develop as a meaningful transportation alternative and congestion reduction strategy. Recent improvements such as the New Mexico Rail Runner Express, expanded Rapid Ride service offered by ABQ Ride, and the establishment of the Rio Metro Regional Transit District attest to the public appetite for transit and the potential for transit to connect the region. In recognition of the increasing role public transit plays in the mobility of the AMPA, and to promote alternatives to single-occupancy vehicle use, the prioritization process encourages the continued development of new and improved transit connections. This criterion is, from a roadway perspective, largely facility-oriented, which is to say that intermodal connectivity is measured in terms of connections to transit facilities allowed by the transportation project. Eligible facilities include Park and Ride facilities (ABQ Ride, NMDOT, Rio Metro) and New Mexico Rail Runner Express stations. This list does not include private parking lots or businesses which allow transit users to park their vehicles or regular bus stops.

Pedestrian/bicycle is the only mode for which intermodal connectivity expands beyond connections to facilities. While projects will earn maximum points for providing direct

Goal: Mobility - Pedestrian/Bicycle
Performance Measure #3:
Intermodal Connectivity

Purpose: Encourage projects that provide connections to transit facilities or along transit routes

Components:

1. Pre-identified transit facilities (e.g. Park and Ride, NM Rail Runner Express)
2. Local transit service

Scoring Method: Qualitative/Definition

Points awarded if project provides access to intermodal facility or along transit corridor

Maximum Points = 4

connections to transit facilities, pedestrian/bicycle projects can also generate points for addressing a location proximate to transit facilities. Proximity is included since projects within a short distance of transit facilities and transit service improve conditions and access for non-motorized users around targeted areas to reduce the reliance on single-occupancy vehicles at the beginning or end of transit trips. Pedestrian/bicycle projects may also earn points based on the level of transit service along a project area.

Notes

- If a project incorporates other strategies that are beneficial to transit, such as a designated transit lane, that project may be eligible for additional points under the CMP Strategies criterion.
- *Eligible major transit facilities:*
 - o ABQ Ride transit centers/Park & Ride (Northwest Transit Center, Southwest Mesa Transit Center, Uptown Transit Center, Tramway & Montgomery Park and Ride)
 - o NMDOT Park & Ride facilities
 - o Rio Metro Park & Ride facilities
 - o New Mexico Rail Runner Express stations
 - o Public airports

HOW TO SCORE

The intermodal connectivity criterion, worth a maximum of four (4) points, considers whether a pedestrian/bicycle project provides access to any of three locations; 1) Rail Runner station; 2) major transit center; 3) an area of high transit service. (The same location could describe all three of these transit facilities.) **Only the highest point total will be taken as the score for this criterion.**

The following steps are taken to determine the number of points awarded for intermodal connectivity:

Step 1

Find the potential points for access to a Rail Runner station or Park & Ride facility for ABQ Ride (Northwest Transit Center, Southwest Mesa Transit Center, Uptown Transit Center, Tramway & Montgomery Park and Ride), NMDOT, or Rio Metro.

ACCESS TO RAIL RUNNER/ MAJOR TRANSIT CENTER

Project Characteristics	Points
Project provides direct access/entrance to facility	4
Project is within 0.25 mile of a facility	2
Project is within 0.5 mile of a facility	1

Step 2

Find the potential points for transit level of service which is the average number of buses during peak hours that travel along or intersect the project area.

TRANSIT LEVEL OF SERVICE

Buses Per Hour	Points
6 or more	3
3.5-5.99	2
1-3.49	1

Step 3

Take the highest score from step 1 **or** 2. This is the project's intermodal connectivity score.

D. Alternate Modes

Expanding travel options throughout the transportation network is crucial for creating more walkable and bicycle-friendly communities, improving air quality, and reducing reliance on single-occupancy vehicle trips. As such the Alternate Modes criterion addresses the role of pedestrian and bicycle facilities in the transportation network by encouraging the development of additional infrastructure for non-motorized modes. Pedestrian/Bicycle projects are automatically awarded points for this criterion as pedestrian and bicycle projects inherently address non-motorized transportation infrastructure. (The prioritization process elsewhere contains explicit criteria for determining the impact of pedestrian and bicycle projects.)

HOW TO SCORE

All projects which are classified as pedestrian/bicycle and whose primary purpose is the construction of new pedestrian/bicycle facilities, the improvement of existing facilities, or the provision of pedestrian/bicycle services or amenities, automatically receive three (3) points in the alternate modes criterion.

Goal: Mobility - Pedestrian/Bicycle
Performance Measure #4:
Alternate Modes

Purpose: Reward projects which include new bicycle and/or pedestrian facilities

Components:
None

Scoring Method: Qualitative/Definition
Points awarded automatically for all pedestrian/bicycle projects

Maximum Points = 3

E. Performance Strategies

While the geographic need and people movement criteria specifically recognize heavily trafficked and congested locations, they do not ensure that transportation mobility problems associated with those locations are addressed. That consideration is made through the performance strategies criterion, which awards points for measures that will improve the operations of transportation facilities and the transportation network. These performance measures also consider whether appropriate strategies are aimed at regionally significant locations.

PB-TAG developed a range of pedestrian and bicycle-specific performance strategies that include improvements to facilities as well as programs that encourage greater overall use of the pedestrian and bicycle infrastructure. New or improved bicycle and pedestrian facilities are also eligible for points in this criterion if they address locations of medium or high priority. Consult the Strategies Matrix in the Appendix section to see the appropriate location for new or improved on-street or off-street bicycle and multi-use trails.

HOW TO SCORE

Pedestrian/bicycle projects are awarded points based on whether or not they include elements from the list of proven performance strategies. Each strategy that a project includes is worth two points; projects with elements from multiple categories can earn a maximum of four (4) points. For example, if a project only includes way-finding elements, the project is worth two points. If a project includes way-finding elements AND end of trip facilities, the project will earn 4 points. The exception is the physical improvements category where each physical improvement is worth 2 points; however, projects with multiple physical improvements can earn a maximum of 4 points.

Goal: Mobility - Pedestrian/Bicycle Performance Measure #5: Performance Strategies

Purpose: Reward projects which encourage greater use of the pedestrian/bicycle infrastructure

Components:

Pedestrian/Bicycle strategy list
Strategies Matrix

Scoring Method: Qualitative/Definition

Points awarded if project includes a predefined performance strategy (2 points per strategy)

Maximum Points = 4

Pedestrian/Bicycle Performance Strategies

- **Education:** Classes and other information on safe and effective bicycle or pedestrian commuting.
- **Encouragement events:** Events that encourage walking and bicycling, such as Bike to Work Day, Walk to School Day, Shop & Stroll etc.
- **End of trip facilities:** Bicycle parking, bicycle lockers, restroom facilities, etc.
- **Way-finding:** Maps, signage, kiosks with maps, identification of walking/bicycling areas
- **Marketing:** Public service announcements (PSA), multi-media promotion of walking and bicycling
- **Pedestrian/bicyclist amenities (along trails and other facilities):** Shade trees, benches, restroom facilities, lighting improvements, etc.
- **Physical improvements:** Traffic calming devices,⁷ improved intersections, grade separated crossings, pedestrian and bicycling cross buttons, intersection detection cameras, signalization improvements, safety islands/refuges, new mid-block crossings

⁷ Examples can be found in Victoria Transport Policy Institute's TDM Encyclopedia in the "Traffic Calming" section. <http://www.vtpi.org/tdm/tdm4.htm>

AWARDING POINTS

- Project includes multiple categories of encouragement strategies or multiple physical improvements 4 points**
- Project provides new bicycle infrastructure along high-priority corridor 4 points**
- Project includes element(s) from an encouragement strategy 2 points**
- Project includes one physical improvement 2 points**
- Project provides new bicycle infrastructure along medium-priority corridor 2 points**
- Project provides new bicycle infrastructure along low-priority corridor 1 points**

Goal 3

Economic Activity and Growth

There is a fundamental connection between the functionality and efficiency of a transportation system and the economic vitality of a region. Quite simply, more efficient movement of people and goods leads to greater productivity, and greater circulation of services within an economy. While the purpose of the Mobility goal is to provide a range of options that enable individuals and goods to efficiently traverse the transportation network, the Economic Activity and Growth goal goes further by encouraging projects that specifically target locations where activity occurs, support private sector enterprise, and reflect local priorities and land use policies.

2035 MTP Objective Statement

“To develop a transportation system that promotes economic activity and vitality in the region, achieved through decisions that provide an affordable, efficient, and safe multimodal transportation network.”

Three criteria are used in the PPP to quantify the benefits of a transportation project from an economic perspective. While measuring the economic impact of transportation projects is difficult, the criteria contained in the PPP approximate economic impacts by indicating whether projects target vital economic centers and infrastructure and reflect the goals of local communities and agencies.

High activity areas constitute the first criterion. It is important for economic vitality and growth that the locations which contain the greatest activity are adequately serviced by transportation, be it through well-maintained roads or access to job sites via public transit or bicycle. Activity is measured through a zone-based calculation known as “activity density”: a combination of residential and employment density. The PPP considers

Economic Activity and Growth Criteria

- 1) High Activity Areas
- 2) Private Sector
- 3) Local Priorities

current and future activity in recognition of the fact that infrastructure projects should not simply react to existing conditions but anticipate where growth will occur. As such the PPP will evaluate the current and future activity density scores for a project area along with the expected increase in activity over time.

The second criterion involves the support of **private sector activity**. While there are a multitude of methods government agencies may use for encouraging private sector activity, the PPP focuses on private sector enterprise from a transportation perspective with a focus on the movement and transaction of goods. The PPP therefore highlights projects conducive to the efficient movement of heavy trucks by emphasizing freight corridors.

The third criterion under the Economic Activity and Growth goal is **local priorities**. The actions of member agencies reflect the value placed on particular projects. The PPP therefore considers conformity to land use plans and local funding contribution as indicators of the value projects hold to local agencies. Land use conformity refers to projects which adhere to and carry out the most specific land use plan available in the project area. Transportation projects that emerged from a formal planning process reflect a coordinated planning approach and demonstrate efforts to implement local priorities. Local funding considers the extent of funding an agency is willing to provide for a project as an indication of that agency’s level of commitment and the extent to which it deems the project a priority.

A. High Activity Areas/ Activity Density

Activity density is a measurement of combined residential and commercial activity in a particular Data Analysis Subzone (DASZ).¹ The utility of this measure comes from its ability to capture and highlight areas of intensive use. Rather than strictly examine population or employment density, which are often used to quantify commuting supply and commuting demand respectively, activity density is based on the assumption that each unit of population and employment generates a certain level of activity.

A key assumption in activity density is that the activity generated by a job is greater than that of a residence since a residence is the point of departure for commuters whereas job sites attract clients and patrons along with employees. Activity density is similar to trip generation formulas used in travel demand models where industries generate different quantities of vehicle trips depending on the type of commerce in which they are engaged. However, activity density applies a uniform formula based on the region-wide relationship between population and employment (the regional population-to-employment ratio for 2008 is 2.31, meaning the measure is weighted more heavily toward employment by a factor of approximately 2-to-1), which is multiplied by the number of jobs in a Data Analysis Subzone (DASZ) and added to the number of residents in the zone (see formula below). This approach is less nuanced from an employment perspective since it does not distinguish between the activity generated between large employment sites such as shopping centers and call centers or large manufacturing plants, but it does allow residential density to be incorporated into the activity measurement. (Areas of dense population growth, including multi-family and transit-oriented developments, are reflected most heavily.)

Goal: Economic Activity

Performance Measure #1: Activity Density

Purpose: Serve areas with current high population and employment activity

Components:

1. Employment and housing data by DASZ for 2012 (4)
2. Employment and housing data by DASZ for 2040 (4)
3. Employment and housing growth 2012-2040 (2)

Scoring Method: Quantitative/Thresholds

Points awarded based on composite activity density score for project area

Maximum Points = 10

Activity Density Formula

$$\text{Activity Density: } \frac{\text{DASZ Pop} + (\text{Employment} * X)}{\text{DASZ Acreage}}$$

$$\text{Where: } X = \frac{\text{AMPA Population}}{\text{AMPA Employment}}$$

Population/Employment Ratio

2012: 2.31

2040: 2.35

Activity density will be used as a performance measure for the PPP by using **current** (2012) and **future** year (2040) conditions. In this way activity density is a means of measuring existing and projected activity levels and provides insight into the areas which are likely to see the most use and require the most infrastructure improvements. An additional consideration is the **projected growth in activity density** between the current and future years. By assessing the activity density growth rate the PPP can further identify projects which address areas of greatest anticipated growth.

¹ DASZs are the geographic unit of analysis used by MRMPO for travel demand modeling, land use allocation modeling, forecasting, and other uses. DASZs are bounded by natural features or roads and fit within the external boundaries of census tracts.

Example: DASZs from very small and very large zones respectively with activity density scores

2012 DATA PROFILE EXAMPLE					
DASZ	Population	Employment	Activity Score	Acres	Activity Density
8432 (Kirtland AFB)	1533	16899	40504	28155	1.44
5005 (Downtown ABQ)	475	583	1819	24	75.81

Notes

Some caution must be used with the activity density measurement as it does not accurately reflect the activity generated in the small number of zones which are very large geographically yet contain low density totals due to the fact that employment is located in a concentrated area. Examples include Kirtland Air Force Base in Albuquerque and

Merillat in Los Lunas, both of which are located in DASZs with activity density scores of below two points per acre. However, these instances are not common and do not discount the overall value of the activity density measurement in assessing the residential and commercial activity in a particular area.

HOW TO SCORE

Activity density will be evaluated under the PPP in three ways. Projects may receive up to ten total points under the activity density criterion according to three elements:

1. **Current Activity:** the combined residential and commercial activity in a project area during the base year (Appendix Figure L)
2. **Future Activity:** the combined residential and commercial activity in a project area according to projected future year conditions (see Appendix Figure M)
3. **Activity Density Growth Rate:** the projected growth in residential and commercial activity in a project area between the base year and future year (Appendix Figure N)

The scoring tables provide thresholds which determine the points a project may receive for each activity density measurement.

1. Current Activity (4 points)

Activity Density 2012	Points
0 - 3.99	0
4 - 6.99	1
7 - 9.99	2
10 - 14.99	3
15 +	4

2. Future Activity (4 points)

Activity Density 2040	Points
0 - 6.99	0
7 - 11.99	1
12 - 17.99	2
18 - 24.99	3
25 +	4

(Thresholds differ between 2012 and 2040 due to growth in activity density values over time.)

3. Growth in Activity (2 points)

Activity Density Growth Rate	Points
0 - 99.99%	0
100 - 149.99%	1
150% +	2

B. Private Sector: Freight

Trucking is the dominant form of freight movement in the AMPA, and Albuquerque's location along two interstates means the metropolitan area plays a critical role in the regional and national movement of commercial goods. Freight movement is also important to a number of economic sectors locally including manufacturing, retail, agriculture, and trade, which all rely on trucking to deliver goods.

In addition to local and national economic benefits, freight-related transportation improvements can significantly reduce congestion by managing the movement of heavy trucks. With freight travel on I-40 expected to more than double in coming decades, freight travel may have a significant impact on the operations of roads across the region. Logistical improvements or freight-specific infrastructure are important steps for reducing conflicts and improving speed for all motorists.

Following consultation with trucking agencies and associations, MRMPO developed a freight corridor map for the 2035 MTP that designates critical freight corridors and identifies restrictions on heavy truck travel. Examples of principal freight corridors in the AMPA include Coors Blvd (the sole north-south arterial west of the Rio Grande) from I-40 northward, and Alameda Blvd (the sole truck-legal river crossing between I-40 and US 550) from I-25 to its connection with NM 528. The limited nature of these corridors demonstrates the need to address and maintain the functionality of these critical roadways. In general, non-restricted truck arterials are subject to greater use and wear than roadways which have trucking restrictions and projects which improve the performance of a non-restricted roadway inherently benefit freight movement activities.

Examples of freight strategies include:

- Dedicated lanes (including hill-climbing lanes)
- Designation of a new freight route on existing infrastructure

Goal: Economic Activity

Performance Measure #2:

Private Sector: Freight

Purpose: Prioritize areas of high commercial and trucking activity

Components:

1. Project purpose – extent to which project addresses/improves freight movement (1)
2. Truck Restrictions map (2)

Scoring Method: Qualitative/Geographic

1. Quantitative/Geographic
2. Qualitative/Project Description

Maximum Points = 3

- Transfer center/distribution center
- Rest areas
- Regional freight plans
- Freight incident response plans
- Logistical improvements – time of day designations, communications/coordination

HOW TO SCORE

The freight criterion is worth a total of three (3) points overall and will be evaluated in two parts: project purpose and project location (freight corridor). Refer to the Truck Restrictions Map (see Appendix Figure R) for the consideration of project location points.

1. Freight Strategy (2 points)

If the project is designated a “freight” project by the proposing agency in the TIP application, meaning the intent is to facilitate freight movement, it will receive one point.

2. Project Location (1 point)

If more than 50% of a project is located along a principal freight corridor the project receives one point.

C. Local Priorities

Past TIPs were often comprised of projects that were highly prioritized by member agencies. However, agency prioritization was not necessarily based on the regional impact of the project or any measurable project characteristic. In the PPP local priority will be measured in two ways: the level of local funding contribution made by the member agency and whether or not the project conforms to locally-developed land use policies and planning documents. Local priority as a prioritization process criterion is not intended to diminish the input of member agencies or disregard the considerations of those government bodies. Rather, the local priority criterion is meant to attach measurable criteria to local government project proposals.

i. Local Funding Contribution

The local funding criterion offers member agencies a chance to demonstrate the level of commitment to a project through a financial contribution above and beyond the required minimum local match. In other words, financial commitment demonstrates local priority. The magnitude of the local contribution is directly related to the number of points available in this category. In this way local funding contribution is an important criterion in the development of the TIP for the simple reason that additional local funding allows the pool of federal transportation dollars to be spread more widely. Previous spending by a jurisdiction, such as preliminary design and engineering, may be counted as part of the overall contribution by the agency to a project.

ii. Land Use Conformity

The land use conformity performance criterion is designed to encourage continuity between regional planning efforts and the project development process. Specifically, land use conformity highlights and rewards projects which result from a local planning process and respond to identified needs. Points

Goal: Economic Activity

Performance Measure #3:

Local Priorities

Purpose: Support local priorities demonstrated through local funding that exceeds matching requirements and projects that implement policies developed in local land use plans

Components:

1. Member agency contribution to project funding (4)
2. Member agencies' existing land use plans (3)

Scoring Method: Quantitative/Thresholds

Points awarded based extent of member agency contribution beyond minimum match requirement

Maximum Points = 7

are awarded to projects that can provide a documented reference indicating that the project in question addresses an identified need in the most specific planning document that is still in use by the member agency. Most plans have recommendation sections or identified priorities that go beyond general options or approaches to discuss specific strategies; the clearest citations should come from these sections. The plan must also be adopted by the member agency for the plan to be referenced in the PPP.

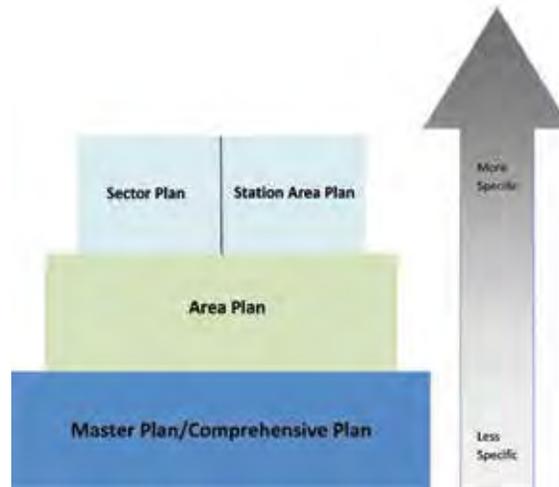
Here it is important to establish a regional approach that applies equally to all member agencies in the AMPA. Since agencies vary in size and planning capacity there is a range of sophistication in planning policy and documents produced by member agencies. For this reason the most specific plan available in a project area will be considered. For Corrales or Los Ranchos, this will likely be their respective master plans. For a major corridor in Albuquerque or Bernalillo County this may be a sector plan, or at the very least, an area plan. Projects located around or near New Mexico Rail Runner Express stations may need to refer to a station area plan, if one exists.

The following types of plans may be referenced:

- master plan/comprehensive plan
- area plan

- sector plan
- station area plan
- transit service plan

The plans can be categorized in a hierarchy which ranges from general to specific, as listed above. If a sector plan, which is generally the most specific planning document that may be referenced, does not exist for the project location, then an area plan will be referenced. If an area plan does not exist for the project location, then the comprehensive or master plan for the community in which the project is located will be referenced. (Station area plans and sector plans will be treated as equal since they may address different things.)



HOW TO SCORE

1. Local Funding Contribution (4 points)

All projects will be evaluated in the same manner. Member agencies will be asked to provide their financial contribution to a project in the TIP Application. Points will be awarded based on the extent to which the local funding contribution goes beyond the minimum required match. Since not all TIP funding categories require the same match, the local funding contribution score will be based on the percent to which a member agency exceeds the minimum. For example, if a member agency is willing to contribute only

LOCAL FUNDING CONTRIBUTION COMPARED TO REQUIRED MINIMUM MATCH

Percent %	Points
100 - 149.99	0
150 - 200	1
201 - 300	2
300+	4

the minimum amount (e.g. 14.56 percent of the total project cost), this is considered is 100 percent of the required funding match. If the member agency contributes 29.1% (where there is a 14.56% minimum match), or in

other words if the member agency provides twice the required minimum, the actual contribution is 200 percent of the required amount. Consult the table below to determine the number of points associated with different levels of local funding contributions.

2. Land Use Conformity (3 points)

To receive points a member agency must provide a cited reference from the most specific locally-adopted land use plan which indicates that the transportation project acts upon a specific priority or recommendation (NOT a general strategy). A valid reference and a narrative description of the project's connection to the recommended strategy will generate three (3) points for the project. Projects that provide a general reference indicating how a project is consistent with a large-scale or comprehensive plan will receive one (1) point. Projects which cannot demonstrate compliance with locally-adopted land use plans will not receive any points.

Project Conformity	Points
Cited reference and narrative	3
General Reference	1

Appendix

Figure A: Crash Rates 2006-2010 – All Vehicles

Figure B: Crash Rates 2006-2010 – Bicycles

Figure C: High Pedestrian Risk Areas

Figure D: High Pedestrian Risk Roadways

Figure E: Percent Minority Population

Figure F: Income Level Compared to MSA Average

Figure G: CMP Network

Figure H: CMP Ranking Table

Figure I: 2012 Traffic Flows (Average Weekday Daily Traffic)

Figure J: 2012 Transit Users

Figure K: Intelligent Transportation Systems (ITS) Corridors

Figure L: CMP Strategies Matrix

Figure M: Primary Transit Facilities

Figure N: Activity Centers (For Consideration of Pedestrian Projects Only)

Figure O: Activity Density Index – 2008

Figure P: Activity Density Index – 2035

Figure Q: Activity Density Growth 2008-2035

Figure R: Primary Freight Corridors and Truck Restrictions

Figure S: Project Scoring Form