

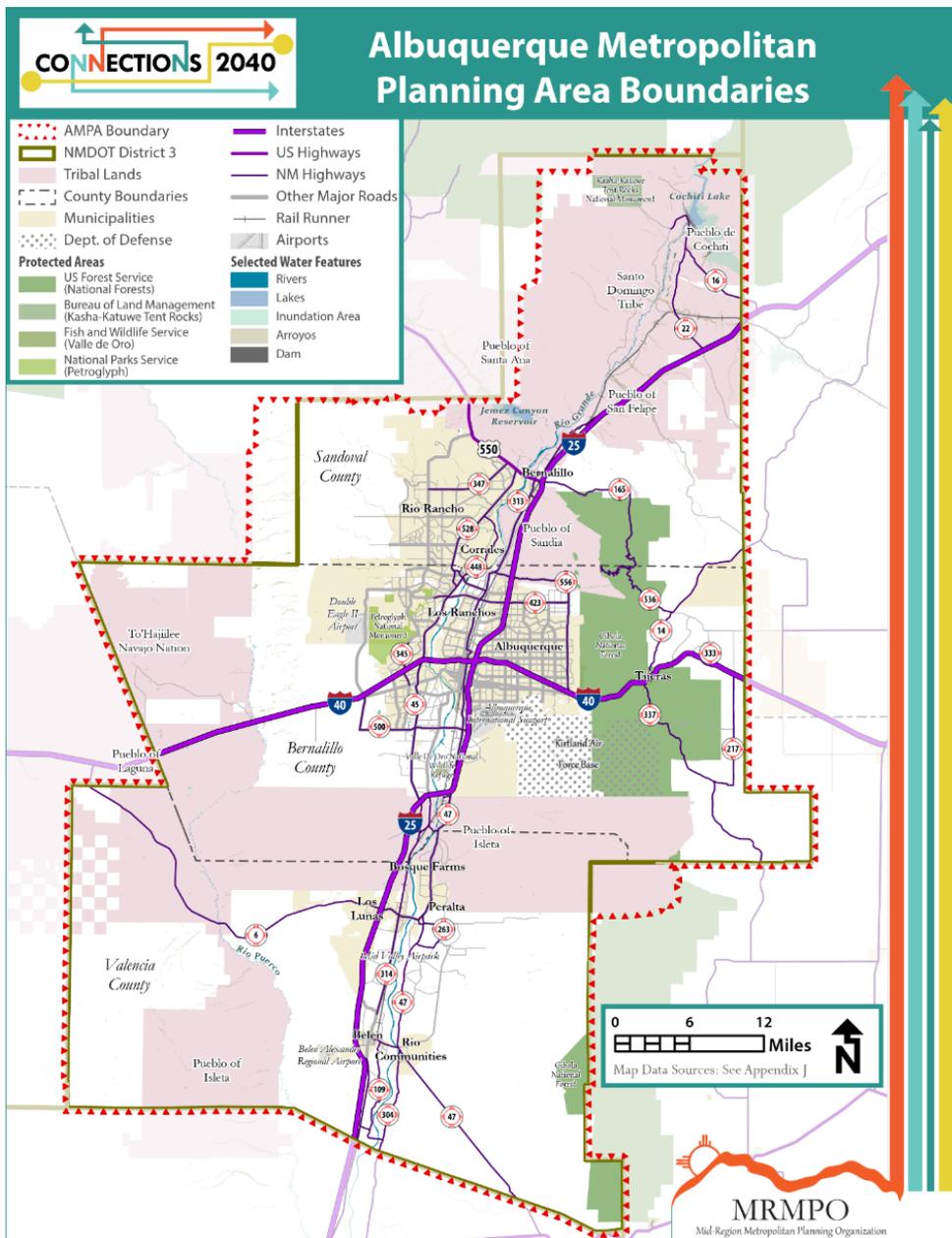
Project Selection Process (PSP) Guidebook

Mid-Region Metropolitan Planning Organization, August 2022

Introduction

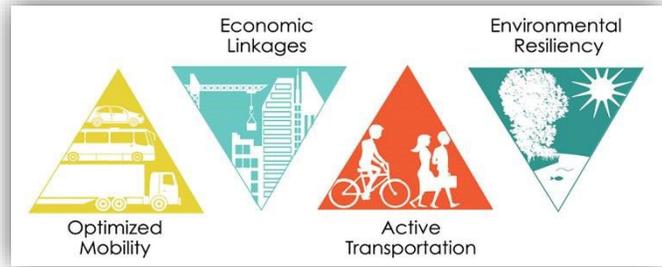
As in most metropolitan areas, the need for transportation investment in the Albuquerque Metropolitan Planning Area (AMPA) exceeds the funds available. Therefore, policy makers must carefully choose which projects move forward, prioritizing those that are likely to have the greatest impact on the overall transportation system. **The Project Selection Process (PSP) is a process developed by the Mid-Region Metropolitan Planning Organization (MRMPO) that is used to evaluate transportation project submittals from member agencies for federal transportation funding.**

Figure 1: AMPA Boundaries



The Transportation Improvement Program (TIP)

Every four years, MRMPO member agencies are solicited to submit transportation projects eligible for funding through the Transportation Improvement Program. The PSP is one important tool used to guide project selection.



Once projects are selected for funding they are integrated into the TIP. The TIP is a fiscally constrained plan that lists transportation improvement projects that policy makers agree should be implemented with federal funds over the next six years. All projects within the Albuquerque Metropolitan Planning Area receiving federal highway or transit funding must be in the TIP.

Regional & National Goals

MRMPO has organized transportation project submittals and scoring by the goals of the Connections 2040 Metropolitan Transportation Plan (MTP). This ensures that selected transportation projects meet the regional goals vetted by local agencies, and the public, through the development of the long-range transportation plan.

The four regional goals that guide project selection are: Optimized Mobility, Active Transportation, Economic Linkages, and Environmental Resiliency. A fifth area of emphasis integrated into project scoring, Equity, has also been included based on updated federal guidance. Therefore, the PSP scoring is consistent with the goals of the Connections 2040 MTP, which in turn comply with federal transportation goals. This table shows the connection between the national and regional goals.

Figure 2: Connection between the National and Regional Goals

7 National Goals	2040 MTP Goal
Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Active Transportation, Optimized Mobility
Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair.	Optimized Mobility
Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.	Optimized Mobility, Economic Linkages
System Reliability: To improve the efficiency of the surface transportation system.	Optimized Mobility, Active Transportation, Economic Linkages
Freight Movement and Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Economic Linkages, Optimized Mobility
Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Environmental Resiliency
Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Economic Linkages

Project Submittal

Member agencies must complete a two-step process to submit a project for consideration in the TIP. This process occurs on MRMPO's new online Project Selection Process (PSP) Portal. There is a project narrative component that is submitted via the *Project Submittal Form*, and a project location component that is submitted via the *Project Map*. The PSP Portal contains all the information needed to understand the PSP, including how to submit a project and how projects are evaluated and scored.

The *Project Submittal Form* prompts member agencies to describe the project and how it meets national and regional goals. It provides an opportunity to document the various transportation strategies included with the project that will be beneficial to the region. The *Project Submittal Form* also gathers contact information from member agencies.

The *Project Map* on the PSP Portal prompts member agencies to submit their project's location to identify how projects relate to critical transportation networks and other geographic features that have been prioritized for investment, for example, top congested corridors or regional activity centers. Projects that provide key connections between targeted destinations or address issues on critical transportation corridors will be prioritized for implementation.

For example, within the Optimized Mobility goal, the project selection process considers:

1. Narrative questions related to that goal such as how the project (or program) helps to manage congestion and improve travel time reliability.
2. A list of beneficial strategies that the project may implement, such as adaptive signals or transit signal pre-emption, that member agencies can select.
3. A location analysis that determines if the project is located on a prioritized corridor on the Top Congested Corridors network.

Figure 3: Snapshot of the Online PSP Portal



Project Scoring Criteria

FIGURE 4: Project Scoresheet (right)

The project scoring spreadsheet is available on the online PSP Portal, and lists the various criteria used to determine the number of points available to each project. It is a transparent guide to the scoring process so that member agencies and the public can see at-a-glance how projects are scored and the total amount of points available for each category.

The project map, also available on the online PSP Portal, contains the various networks and other spatial layers with which the project will be evaluated. There are many map layers that are involved in the scoring process. It is important that agencies are familiar with these networks; they are areas that have been identified as targeted for investment through the Connections 2040 MTP and represent agreed upon regional priorities by the Metropolitan Transportation Board.

The Metropolitan Transportation Board (MTB) consists of policy leaders from local, tribal and state entities who convene for the purpose of setting regional transportation policies and priorities. The MTB provides direction to the Mid-Region Metropolitan Planning Organization.

Following is a description of each map layer used in the project selection process:

General Project Information				
Project Name:	MPO ID:			
Project Beginning and End	Project Type:			
Termini:	Fund Source:			
Lead Agency:				
Project Scoring				
Optimized Mobility	Total Points	Project Score	National Performance Measure	Evaluation Type
Top Congested Corridors	4		Traffic Congestion (PM3)	Location Analysis
Intelligent Transportation Systems (ITS)	4		Traffic Congestion (PM3)	Location Analysis
Long Range Transit Network (with Priority Investment Network)	4		Traffic Congestion (PM3)	Location Analysis
People Movement	4		System Performance (PM3)	Location Analysis
*Reliability	4		System Performance (PM3)	Narrative Question
*Congestion	4		Traffic Congestion (PM3)	Narrative Question
ITS Infrastructure	4		System Performance (PM3)	Narrative Question
Roadway Capacity Strategies	4		Traffic Congestion (PM3)	Strategies Checklist
ITS Strategies	4		System Performance (PM3)	Strategies Checklist
Transit Strategies	4		Traffic Congestion (PM3)	Strategies Checklist
	40	0		
Active Transportation	Total Points	Project Score	National Performance Measure	Evaluation Type
High Fatal and Injury Network (HFIN)	4		Safety (PM1)	Location Analysis
Road Diet Candidates	4		Safety (PM1)	Location Analysis
Pedestrian Composite Index (PCI)	4		Safety (PM1)	Location Analysis
Long Range Bicycle System (LRBS)	4		System Performance (PM3)	Location Analysis
*Safety and Crash Reduction	4		Safety (PM1)	Narrative Question
Complete Streets/Long Range Transportation Systems Design Guidance (LRTS)	4		Safety (PM1)	Narrative Question
Network Connectivity/Redundancy	4		System Performance (PM3)	Narrative Question
Pedestrian and Bicycle Strategies	4		Safety (PM1)	Strategies Checklist
Education and Outreach Strategies	4		Safety (PM1)	Strategies Checklist
Geometric Safety Strategies	4		Safety (PM1)	Strategies Checklist
	40	0		
Economic Linkages	Total Points	Project Score	National Performance Measure	Evaluation Type
Activity Density	4			Location Analysis
Access to Destinations	4			Location Analysis
Target Scenario	4			Location Analysis
Freight Network	4		Freight Movement (PM3)	Location Analysis
*Shovel Readiness and Financing	4			Narrative Question
*Freight Network	4		Freight Movement (PM3)	Narrative Question
Local Economic Development	4			Narrative Question
Access Strategies	4			Strategies Checklist
Financial Strategies	4			Strategies Checklist
Freight Strategies	4		Freight Movement (PM3)	Strategies Checklist
	40	0		
Environmental Resiliency	Total Points	Project Score	National Performance Measure	Evaluation Type
Flood Zones	4			Location Analysis
Air Pollution	4		On-Road Mobile Source Emissions (PM3)	Location Analysis
Tree Canopy	4			Location Analysis
Bridge Conditions	4		Bridge Condition (PM2)	Location Analysis
*Natural Environment	4		On-Road Mobile Source Emissions (PM3)	Narrative Question
*Infrastructure Preservation	4		Pavement Condition (PM2)	Narrative Question
Critical Infrastructure	4		System Performance (PM3)	Narrative Question
Air Quality Strategies	4		On-Road Mobile Source Emissions (PM3)	Strategies Checklist
Climate Change Strategies	4		On-Road Mobile Source Emissions (PM3)	Strategies Checklist
Preservation Strategies	4		Bridge Condition (PM2)	Strategies Checklist
	40	0		
Equity	Total Points	Project Score	National Performance Measure	Evaluation Type
MRMPO Vulnerability Index (MVI)	30			Location Analysis
Addressing Equity	4			Narrative Question
Equity Strategies	6			Strategies Checklist
	40	0		
TOTAL	200	0		

*Question relates directly to National Transportation Goals

Map Layer Descriptions

The *Optimized Mobility* section ensures points are given for improvements to the following systems:

- 1. Top Congested Corridors**
A biennial ranking of the most congested roadways in the region on the congested management process network.
- 2. Intelligent Transportation Systems (ITS)**
Roadway communication technologies and infrastructure designed to manage congestion, improve safety, and provide travelers with real-time information on roadway conditions.
- 3. Long Range Transit Network (LRTN) with the Priority Investment Network (PIN)**
The LRTN is a proposed transit network that includes fiscally unconstrained bus services from Bus Rapid Transit to Rapid Ride, and local routes. The PIN is a set of corridors that have a target transit mode share of 20% and are eligible for a 25% transit set aside.
- 4. People Movement Analysis**
MRCOG collects traffic counts at all major roads (collectors and arterials) in the region. These counts along with transit users are summarized to determine People Movement along a roadway segment.

The *Active Transportation* section ensures points are given for improvements to the following systems:

- 1. High Fatal and Injury Network (HFIN)**
Contains the most dangerous locations in the region based on high fatal and injury crashes. Includes major roadway segments and intersections.
- 2. Road Diet Candidates**
Analysis of roadway traffic counts and number of lanes highlights corridors that may have excess capacity and therefore may be good candidates for a road diet.
- 3. Pedestrian Composite Index (PCI)**
A method to help prioritize roadways for pedestrian improvements. PCI does not include presence or absence of facilities, but rather includes roadways with high generator scores based on proximity to certain types of land use.
- 4. Long Range Bicycle System (LRBS)**
This an aspirational network guided by an all abilities / all ages approach that shows existing

and proposed facilities. Different types of facilities are recommended such as buffered and separated bike lanes and multi-use paths.

The *Economic Linkages* section ensures points are given for improvements to the following systems:

- 1. Activity Density**
These zones show the intensity of activity by combining population and employment densities.
- 2. Access to Destinations**
Includes a visual inspection of the impact of the project on increased access to local and regional destinations.
- 3. Target Scenario**
Includes different types of existing and future regional centers and a subset of the LRTN that provides high frequency service.
- 4. Freight Network**
A subset of the major road network identified for freight movement. Includes primary and secondary freight corridors.

The *Environmental Resiliency* section ensures points are given for improvements to the following systems:

- 1. Flooding Zones**
These zones are identified by FEMA and represent areas that are prone to inundation in the case of the 100-year flood.
- 2. Air Pollution**
Includes EPA data showing areas of above average pollutants potentially impacting human health.
- 3. Tree Canopy**
Displays tree canopy coverage by census tract to identify areas that lack adequate vegetation.
- 4. Bridge Condition**
Includes the location and condition of bridges throughout the region.

The *Equity* Section ensures points are given for the population most impacted:

- 1. MRMPO Vulnerability Index (MVI)**
The index is a modification of the CDC Social Vulnerability Index that specifically emphasizes transportation impacts on socially and economically vulnerable communities.

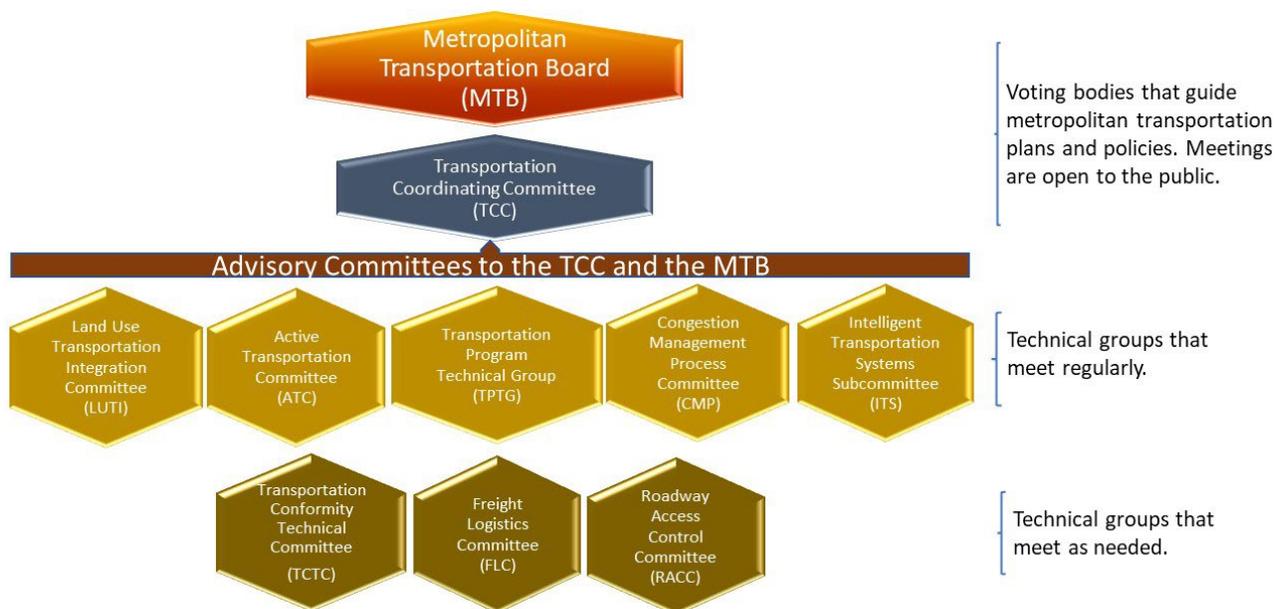
Other Factors in Project Selection

It is important to note that the PSP is not the only factor that goes into project selection. Other considerations, such as the benefit of the project to the local community, and the project's cost and time frame for completion, are also important factors. All these factors are evaluated by the MRMPO's technical and advisory committees (TCC and TPTG), and final approval is determined by the Metropolitan Transportation Board (MTB).

The graphic below illustrates the Boards and Committees structure at MRMPO. This chart reflects the multiple opportunities for member agencies to participate in project selection and the regional transportation planning process.

The purpose of the PSP is to prioritize limited transportation funds towards projects that are most likely to have the greatest positive impact on the region's multimodal transportation system, and that adhere to the national and regional transportation goals as outlined in the Connections 2040 Metropolitan Transportation Plan (MTP).

Figure 5: MRMPO Boards and Committees



Public Engagement

Public engagement is a critical component of all the work we do at the Metropolitan Planning Organization and there are many opportunities for input. MRMPO welcomes public comment on the Project Selection Process (PSP), on the Transportation Improvement Plan (TIP), and on the Metropolitan Transportation Plan (MTP) development. Please visit our webpage at mrcog-nm.gov/576/Get-Involved to view all the ways to get involved.