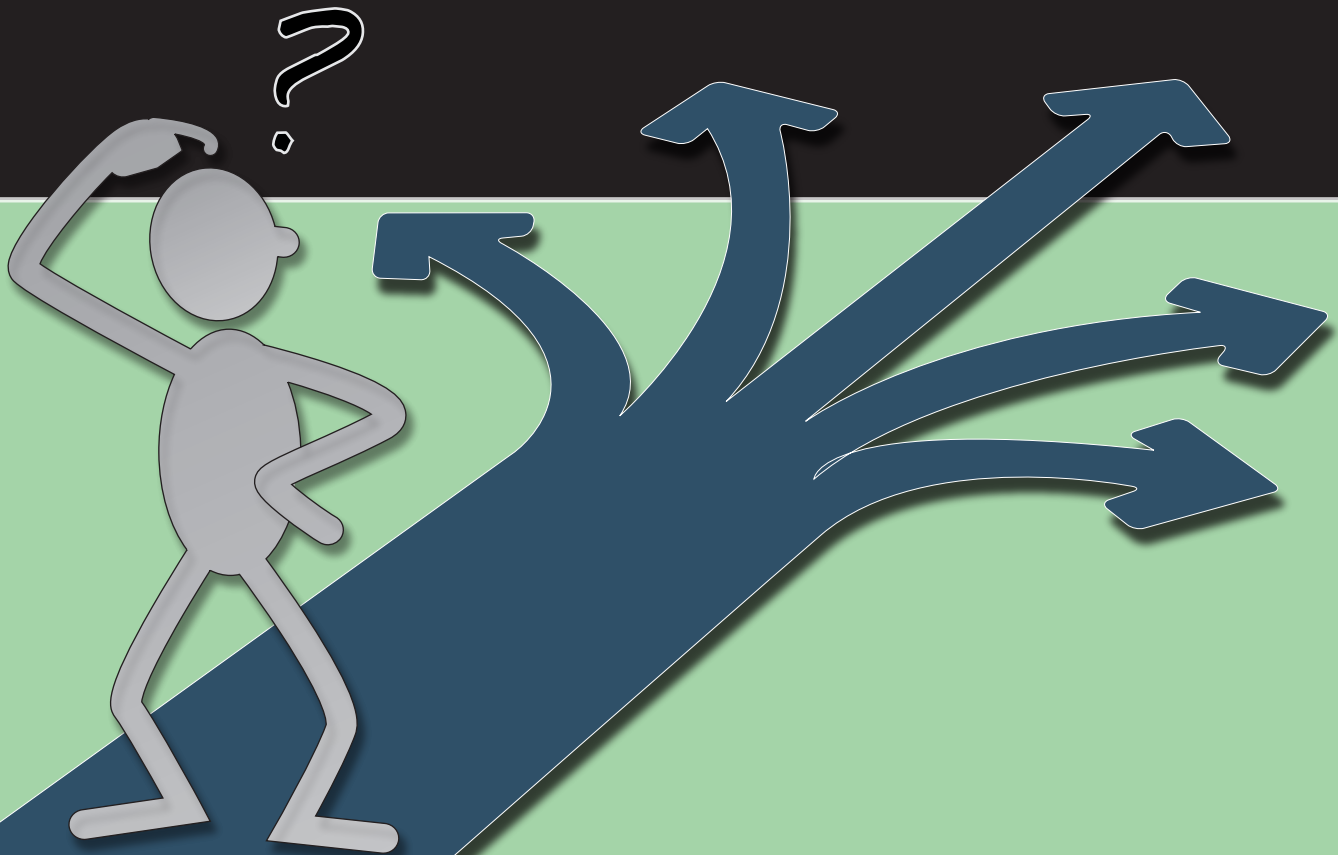


document number: P-12-05

Project Prioritization Process Guidebook for Small Urban and Rural Areas



September 2014

**Project Prioritization
Process Guidebook
for Small Urban and Rural Areas**

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

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Introduction

This document outlines the criteria utilized to evaluate proposed transportation projects in small urban and rural areas in the Albuquerque Metropolitan Planning Area (AMPA). Every two years the Mid-Region Metropolitan Planning Organization (MRMPO) facilitates the allocation of federal funds through the Transportation Improvement Program (TIP). The TIP is the region's mechanism of allocating its limited transportation resources among the various transportation needs based on a clear set of short-term transportation priorities. Projects proposed by member agencies for inclusion in the TIP must be consistent with the long-range Metropolitan Transportation Plan (MTP) and are subject to a competitive selection process. This document is a companion to the Project Prioritization Process Guidebook, which outlines the existing process for evaluating projects across the urban portions of the AMPA.

MRMPO first developed the Project Prioritization Process (PPP) with the involvement of agencies across the AMPA in 2010 as a data-driven evaluation tool to assist in the project selection process. The PPP established a clear framework for determining projects benefits by attaching evaluation criteria to the goals and objectives of the 2035 MTP. This link between the prioritization process and the MTP ensures a consistent planning approach that applies to long-range planning strategies and short-range funding decisions.

While the PPP was being revised and a new Guidebook developed for 2012, the U.S. Census Bureau designated the Los Lunas Urbanized Area. 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 MRMPO and the surrounding communities decided to join MRMPO as well rather than form their own agency. As a result, new communities in less developed areas are now part of the AMPA and participate in the development of the TIP through MRMPO.

After the designation of the Los Lunas Urbanized Area and the decision by affected jurisdictions, as well as several tribal governments, to join the AMPA, staff at the MRMPO began a review process to determine the applicability of the existing PPP to these areas. It became apparent that applying the prioritization criteria as originally written to communities of vastly differing sizes and characteristics (the PPP was developed for the primarily urban portions of the Albuquerque metropolitan area) was not feasible. Small and rural communities that were not previously part of the AMPA were subject to far less rigorous data collection and were not considered heavily in the development of the PPP or the 2035 MTP. 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 and STP-Rural) that larger agencies may not apply for. Ultimately, applying the existing PPP to new jurisdictions was not a viable option.

MRMPO, 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. In some respects the version for small urban and rural areas represents a simplified prioritization process. This is necessary because of data limitations and for the more basic reason that lower traffic volumes and density levels mean that most projects could not be adequately evaluated using the existing framework for large urban areas.

Key Differences

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

“The PPP established a clear framework for determining projects benefits by attaching evaluation criteria to the goals and objectives of the 2035 MTP.”

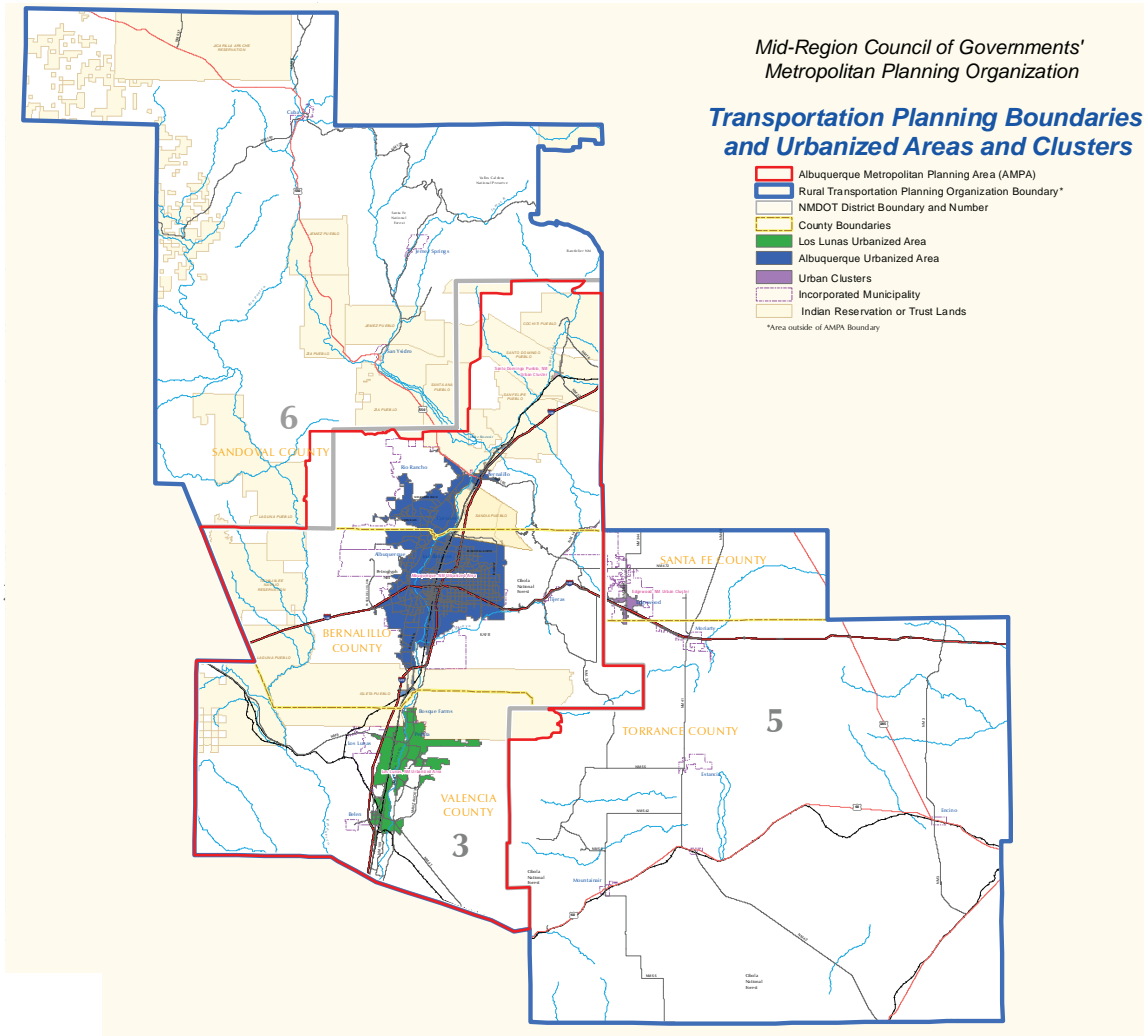
score – than projects in the Albuquerque urbanized area. Since projects evaluated using the alternative process will only compete for Small Urban and Rural funds, MRMPO will create separate ranking tables for eligible projects for use in the programming of these funding sources.

The primary differences between the different versions of the PPP are the values attached to different criteria and the thresholds used in project scoring (see page 18 of the Project Prioritization Process Guidebook for Large Urban Areas and page 8 of this document to fully compare criteria and scoring values for each version). Two such cases are **Activity Density** and **Traffic Volume**, which, due to significantly lower population and employment levels in less developed areas, require lower thresholds for comparing between projects and awarding points.

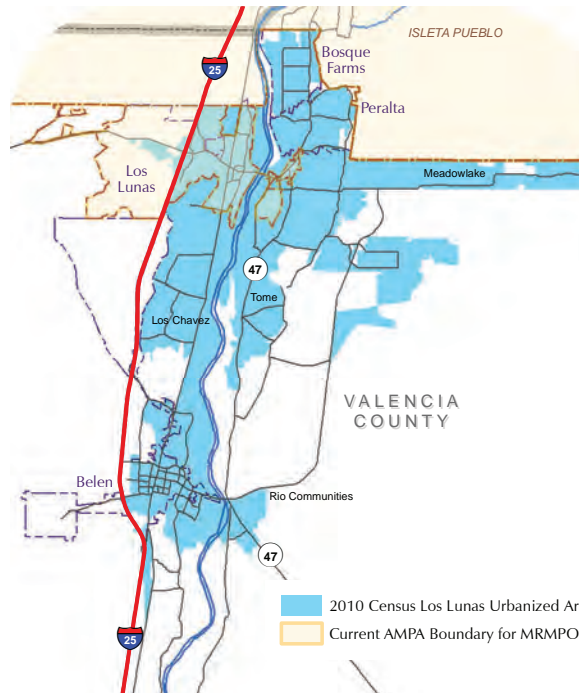
Other criteria have been removed from the modified PPP altogether. **Air Quality** is an important consideration and will play an important role in planning for small urban and rural areas in the future; however, the data does not yet exist to effectively evaluate the air quality implications of projects in these areas. Similarly, the original prioritization process considers **Freight** and the role of private sector transportation needs. The 2035 MTP identifies Primary Freight Corridors, but those designations are made only within the Albuquerque Urbanized Area. The new portions of the AMPA will be incorporated into such planning efforts in the future.

Finally, some criteria have been adapted to reflect more localized needs and measures than those found in the standard Project Prioritization Process. The original PPP relies heavily on transportation data collected on a network of corridors identified through the Congestion Management Process (CMP). The CMP network is a collection of roadways within the AMPA that experience high levels of congestion. Projects located along these corridors may generate a substantial number of points in the standard PPP. However, the congestion levels do not merit such a criterion in small urban and rural areas. Under the **Geographic Need** criterion, this prioritization process will consider *Functional Classification*, a scheme for ordering roadways in a network based on their role in the regional transportation network, and *Key Destinations*, which highlights projects that make connections and provide access to important community sites.

For more on the development of the PPP and how it will be applied to urban areas of the AMPA, please consult the Project Prioritization Process Guidebook for Large Urban Areas, available online at www.mrcog-nm.gov.



The Guidebook for Small Urban and Rural Areas will apply to proposed projects outside of the Albuquerque Urbanized Area (projects within the Albuquerque UZA are eligible for STP-U funds; certain projects in Bernalillo County may also be eligible for CMAQ funds).



PPP Performance Measures

I. Quality of Life – 15 points

1. 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 - 20 points

A. Roadway (includes Interstate projects and Studies)

1. Geographic Need (6)

- A. Functional Class (3)
- B. Key Destination - project provides access to school/community center/park/library (3)

2. Traffic Volume (3)

- A. Average Weekday Daily Traffic (AWDT)

3. Intelligent Transportation Systems (2)

- A. Presence/absence of ITS applications in project

4. Intermodal Connectivity (3)

- 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 (3)

- A. Project contains congestion management strategy infrastructure

III. Economic Activity and Growth – 15 points

1. High Activity Areas (8)

- A. Current Activity Density (Current commuting demand) (3)
 - Measures 2012 zonal activity based on employment and population
- B. Future Year Activity Density (Future demand) (3)
 - Measures 2040 zonal activity based on employment and population
- C. Activity Density Growth (2)
 - Measures levels of growth in activity from 2012 to 2040

2. Local Priorities (7)

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

Goal 1

Quality of Life

A. 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 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. 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.

Goal: Quality of Life

Performance Measure #1: 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

For the purposes of small urban and rural areas, the PPP will consider the absolute number of vehicle crashes in the project area. This approach is necessary due to the limited availability of data.

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, but 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 (for reference see Appendix Figure C). Projects that target high risk areas are awarded points in the PPP. Some areas with relatively low risks for pedestrians have been omitted from the map in the Appendix section.

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

Purpose of Safety Strategies Criterion

Encourage projects that

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

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.

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 average of total crashes along all intersections in the project area. Points are awarded if the project area surpasses certain thresholds for crash rates (see table below). Member agencies must specifically target high-crash intersections in order to receive maximum points. See Appendix Figure A for more information.

CRASH RATE SCORING TABLE

Total Crashes 2006-2010	Points
0 - 4	0
5 - 10	1
11 - 25	2
25+	3

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). See Appendix Figure B for more information.

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 (see page 30 for Safety Strategy List)	= 2 points
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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

B. 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 (3 points)

Minority population totals are based on 2010 Census data and are analyzed for the PPP at the Block Group level (see Appendix Figure C).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 (3 points)

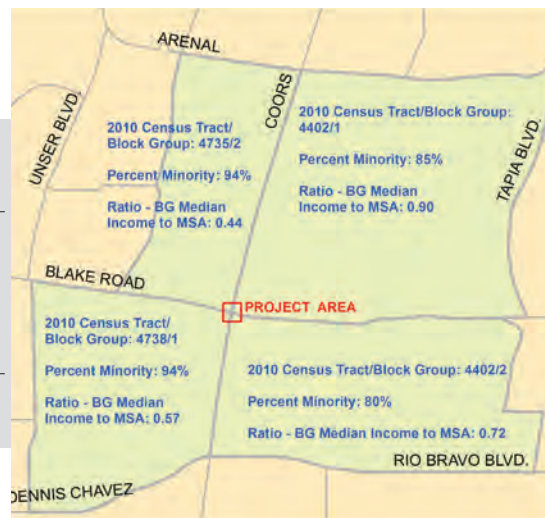
Median household income at the Block Group level is taken from the 2006-2010 American Community Survey (see Appendix Figure D). Points are awarded based on the weighted average of all Block Groups in the project area. (A weighted average is used since not all Block Groups contain the same population 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.

C. 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 #3:

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 four (4) 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
20.1% - 40%	1
40.1% - 60%	2
60.1% - 80%	3
80.1% - 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. Given the transportation challenges that the central New Mexico region faces in the coming decades it is critical that money be used wisely and effectively. The PPP relies on a range of criteria and considers a variety of modes and transportation strategies. The purpose of the Mobility criteria is simple: to encourage well-rounded projects that provide a variety of transportation options and improve access to destinations within local communities and across the region.

Collectively the Mobility 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 criteria considered in the PPP include the following:

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

Mobility of People and Goods Criteria

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

Mobility of people and goods involves a complex system of transportation options; therefore not all projects will generate points in each of the Mobility criteria. That said, the projects will generate the most points in the PPP if they take a multifaceted approach and consider connectivity. This evaluation approach is consistent with the goals and objectives of the 2035 MTP. This is not to say that traditional measures of congestion and roadway performance are not considered – indeed they are. Expanded capacity and a focus on motor-vehicle travel are crucial to the vitality of the region's economy and transportation network. But the MTP and PPP consider vehicle-specific strategies as one element among many.

A. Geographic Need

The PPP will evaluate Geographic Need – the extent to which a project addresses critical locations – based on two levels: regional mobility and access to important locations. The first element, regional mobility, is measured through the **Functional Classification** of the roadways in the project area.

Functional Classification is a scheme for ordering roadways in a network based on their role in the regional transportation network. Projects that are located along roadways that are more regional in nature will be prioritized more highly in the PPP as the benefits from such a project are shared beyond jurisdictional lines.

To be eligible for federal funding a roadway must be classified as a major collector, arterial (minor or principal), or Interstate facility (local roads are not eligible for federal funds).

The value or merits of a project are not just measured in terms of regional mobility, but in the connections they create within a community. And in small urban and rural areas the value of the project to the community and the sites served may take on

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

Purpose: Encourage projects that address regional roadways or important local destinations

Components:

1. Functional Class (3)
2. Key Destinations/Community Sites (3)

Scoring Method: Quantitative/Geographic

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

Maximum Points = 6

greater weight than the number of travelers affected. The second element therefore considers access to **Key Destinations**, and transportation projects that create broader access to these resources will receive points in the PPP. In particular, the PPP awards points to projects that provide direct connections to any of the following sites:

- Parks
- Libraries
- Community centers
- Healthcare facilities
- Religious institutions

Functional Class	Description
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Source: FHWA

HOW TO SCORE

1. Functional Classification (3 points)

The PPP awards points based on the functional classification of the roadway(s) in the project area; the higher the classification of the road, the greater the number of points awarded for the criterion. If a project addresses an intersection then the functional class of all roads will be considered and the highest classified road will be used for project scoring. Refer to Appendix Figure E for the current roadway functional class.

FUNCTIONAL CLASSIFICATION

Functional Class	Points
Principal Arterial (Urban or Rural)/Interstate	3
Minor Arterial (Urban or Rural)	2
Major Rural Collector/ Urban Collector	1

2. Key Destinations (3 points)

Projects that provide direction connections to community sites may earn up to three (3) points in the PPP. The connections provided by the project must be clearly identified in the project application in order to generate points.

Project provides direct connection to a major destination	= 3 points
Project is located within 1/4 mile of a major destination	= 2 points
Project is located within 1/2 mile of a major destination	= 1 point

B. Traffic Volume

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. This criterion uses traffic volume as measured in Average Weekday Daily Traffic (AWDT) to determine the impact of a project.

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. This is a key 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:
Traffic Volume

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

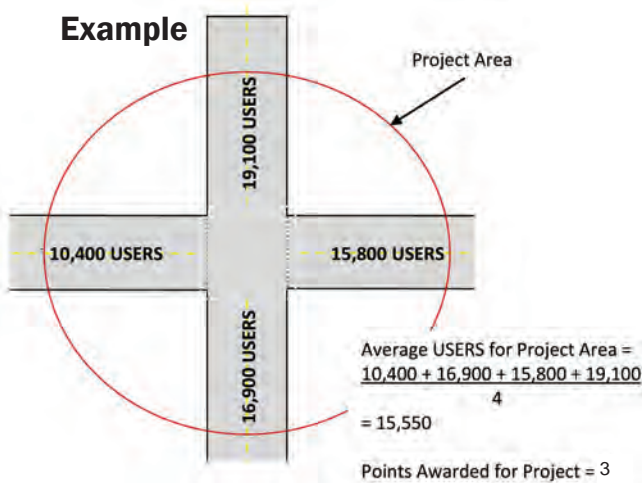
Components:
 Average Weekday Daily Traffic (AWDT) (3)

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

Maximum Points = 3

HOW TO SCORE

This criterion is worth a maximum of three (3) points. The average AWDT for the entire project area will generate points depending on the AWDT threshold or level. Consult the MRMPO Traffic Flow Map for the most recent traffic volume totals along particular roadways. See the table below for thresholds and points. A project may earn a maximum of three (3) points if the project specifically addresses high-volume roadways that experience an average of more than 10,000 vehicles per day. Refer to Appendix Figures F-H for more information.



TRAFFIC VOLUME

AWDT	Points
< 1,000	0
1,000 - 2,500	1
2,501 - 10,000	2
> 10,000	3

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. 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 being increasingly better understood. As such, the PPP will initially consider the inclusion or

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

absence of any ITS component in awarding points to projects rather than assessing the effectiveness of individual projects' ITS components. MRMPO 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 project 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.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.
- 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, and expanded fixed-route and demand-response transit service provided by the Rio Metro Regional Transit District

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

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

Components:

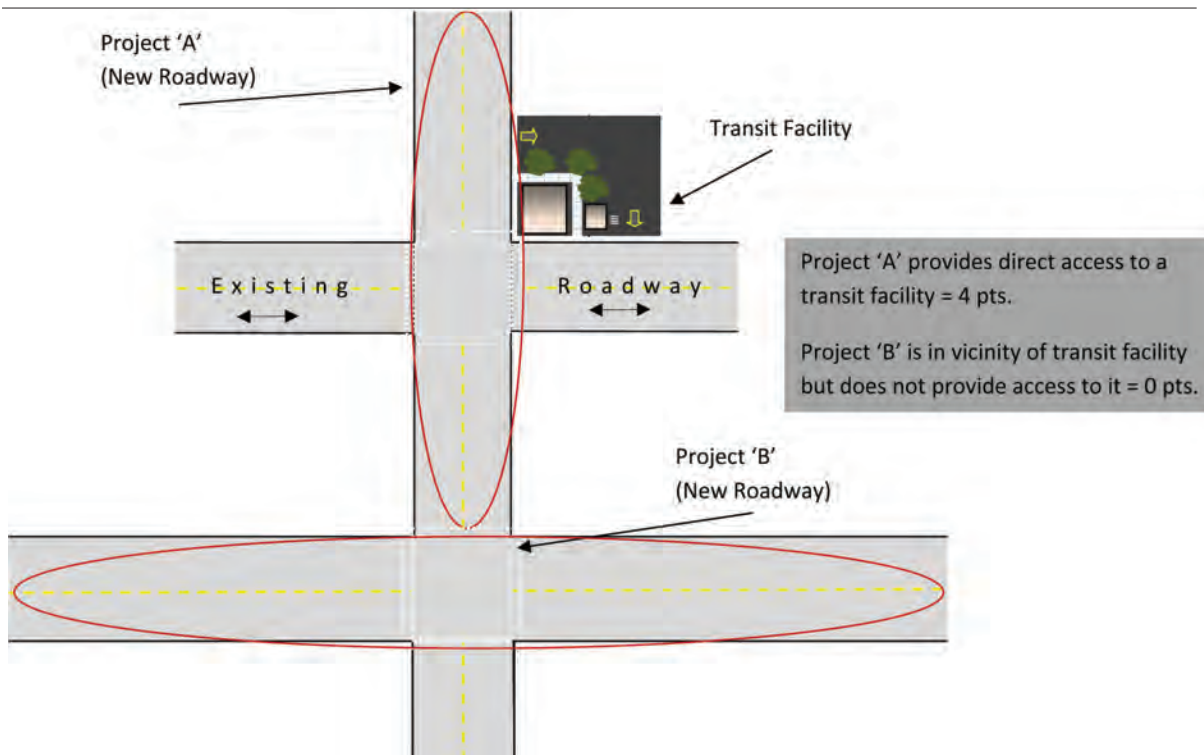
1. Pre-identified transit facilities (e.g. Park and Ride, NM Rail Runner Express) (3)
2. Presence of transit components in roadway project (2)

Scoring Method: Quantitative/Qualitative

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

Maximum Points = 3

speak 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 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

- NMDOT Park & Ride facilities
- Rio Metro Park & Ride facilities
- New Mexico Rail Runner Express stations
- 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 three (3) points. Points are awarded based on the type or extent of transit features provided or proximity to a transit facility. Projects will receive maximum points if there is a new or improved **direct connection** to such facilities. 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	3
1/4 mile or extend an existing connection	2
1/2 mile or indirect connection	1

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 traffic volume 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 as well as general descriptions of the circumstances and conditions in which a particular strategy should be considered 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.

If a project contains strategies outlined in the Toolkit and conforms to the general descriptions of “appropriate locations/situations,” then the project shall receive points in the Performance Strategies criterion.

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

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

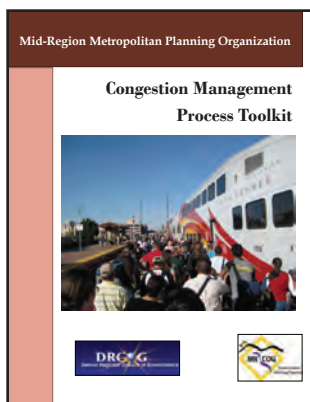
Components:
Congestion Mitigation Toolkit

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 = 3

HOW TO SCORE

The performance strategies criterion is worth three (3) points. Projects can receive maximum points if they include a strategy contained in the CMP Toolkit and if that project is appropriate for the location. For projects to be considered for points in this criterion, the project application must contain a brief narrative description of project and why it is appropriate for the location in question.



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 2012 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 (3)
2. Employment and housing data by DASZ for 2040 (3)
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 = 8

Activity Density Formula

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

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

Population/Employment Ratio

2012: 2.31

2040: 2.36

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	24.27	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 I)
2. **Future Activity:** the combined residential and commercial activity in a project area according to projected future year conditions (see Appendix Figure J)
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 K)

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

1. Current Activity (3 points)

Activity Density 2012	Points
0 - 0.5	0
0.51 - 1	1
1.01 - 2	2
2 +	3

2. Future Activity (3 points)

Activity Density 2040	Points
0 - 0.99	0
1 - 3.99	1
4 - 6.99	2
7 +	3

(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 - 150%	1
150% +	2

B. 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.

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

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 are awarded to projects that can provide a documented reference indicating that the project in question addresses an identified need in a planning document (e.g. comprehensive plan or Rail Runner Station Area plan) 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.

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

LOCAL FUNDING CONTRIBUTION COMPARED TO REQUIRED MINIMUM MATCH

Percent %	Points
100 - 124.99	0
125 - 149.99	1
150 - 174.99	2
175 - 199.99	3
200+	4

only the minimum amount (e.g. 20 percent of the total project cost), this is considered is 100 percent of the required funding match. If the member agency contributes 40 percent (where there is a 20 percent 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.

Appendix

Figure A: Intersections with Reported Crashes 2006-2010

Figure B: High Pedestrian Risk Areas - Valencia County

Figure C: Percent Minority Population

Figure D: Income Level Compared to MSA Average

Figure E: Functional Classification

Figure F: 2012 Traffic Flows (Average Weekday Daily Traffic) – Valencia County

Figure G: 2012 Traffic Flows for Rural Bernalillo County

Figure H: 2012 Traffic Flows for Rural Sandoval County

Figure I: Activity Density Index – 2012

Figure J: Activity Density Index – 2040

Figure K: Activity Density Growth 2012-2040

Figure A: Intersections with Reported Crashes 2006-2010

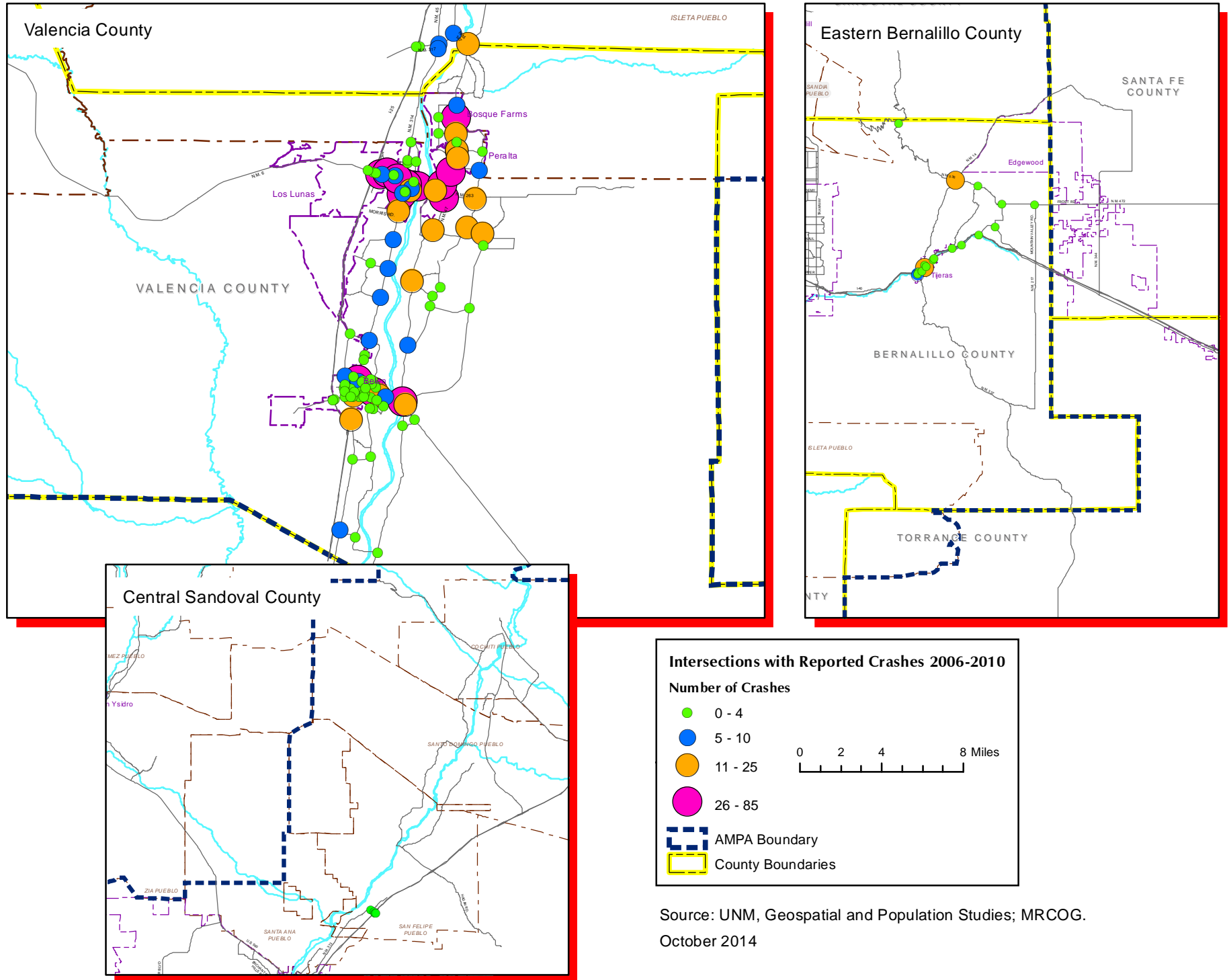


Figure B: High Pedestrian Risk Areas - Valencia County

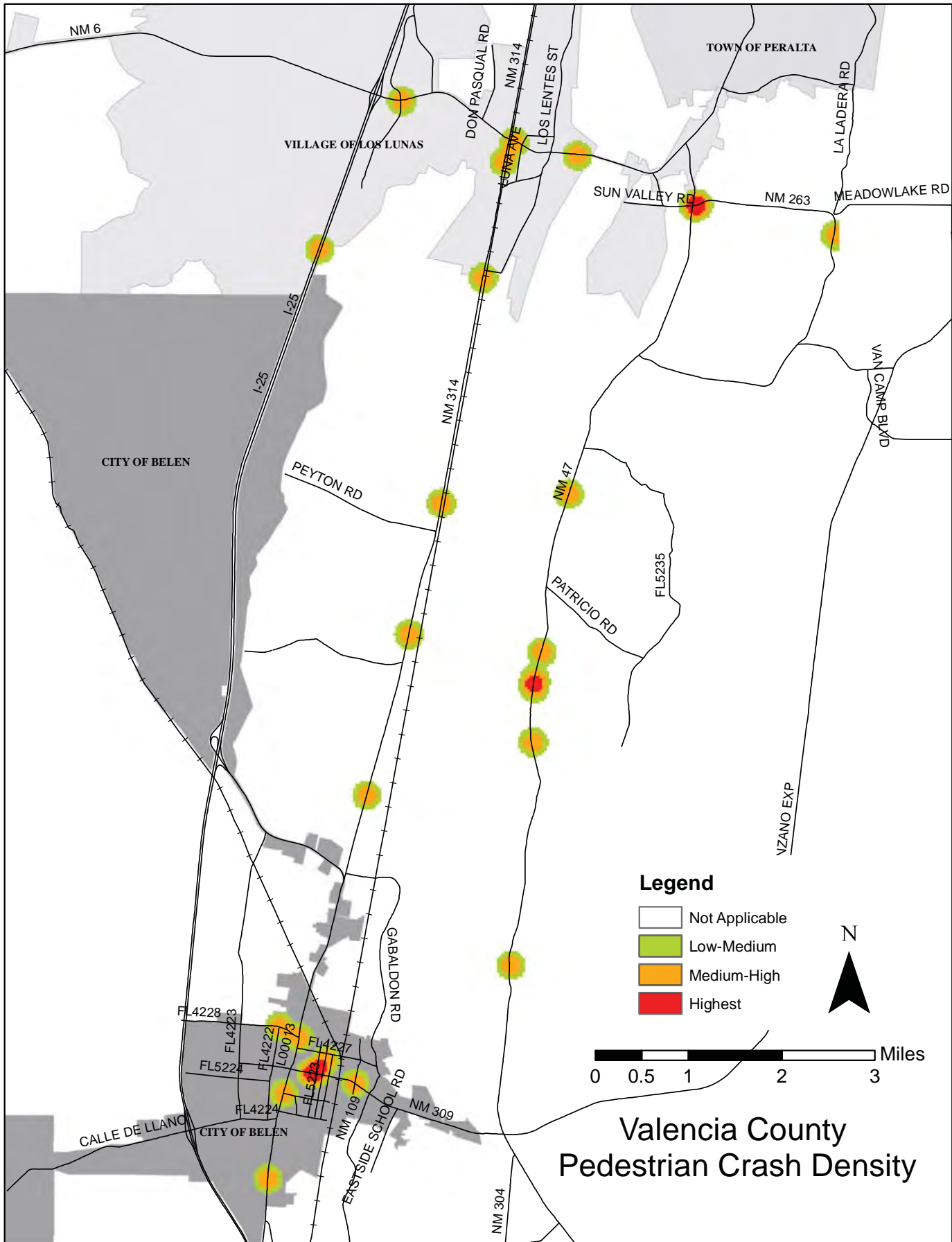
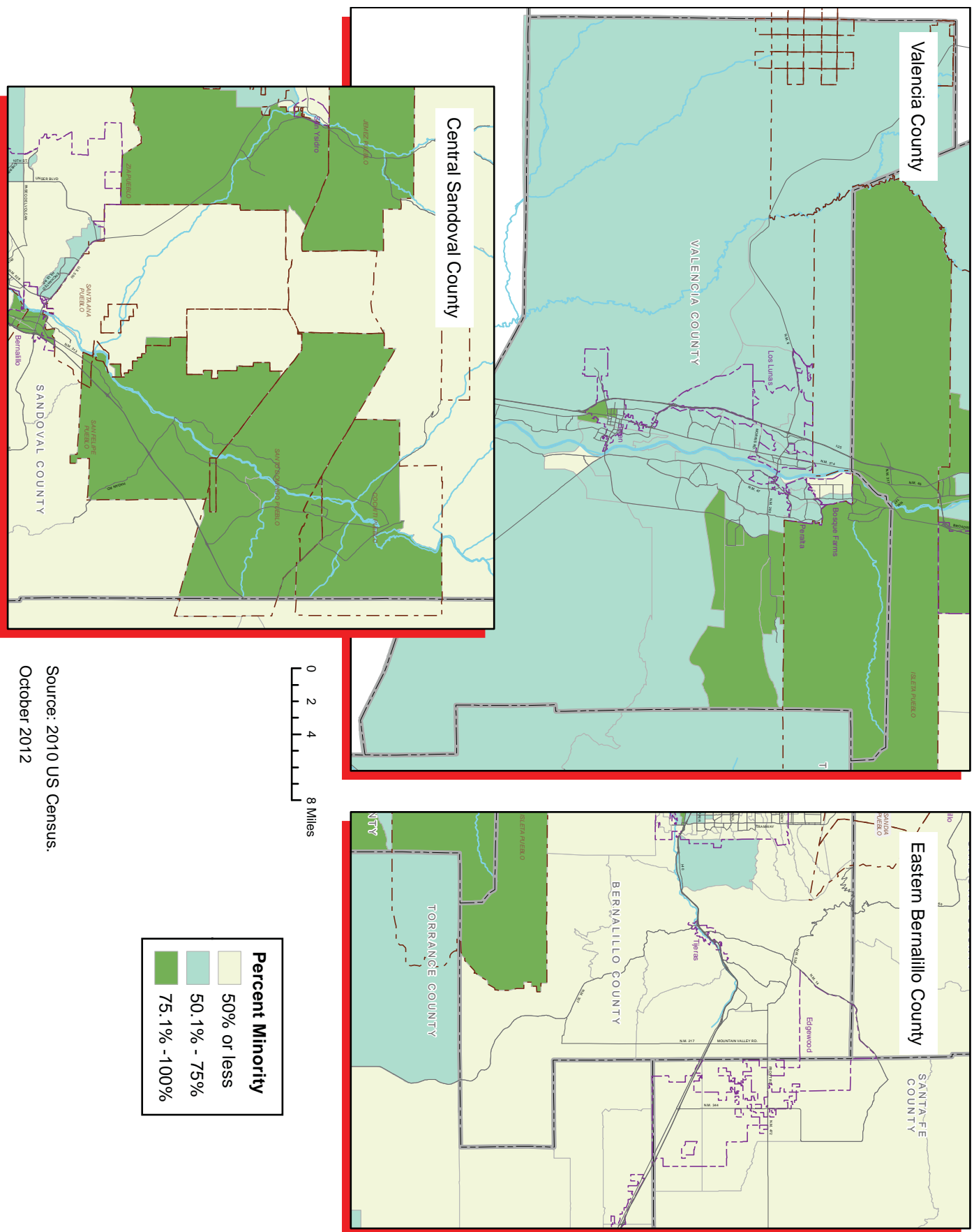


Figure C: 2010 Percent Minority Population by Block Group



Source: 2010 US Census.
October 2012

Figure D: Median Household Income 2008-2012

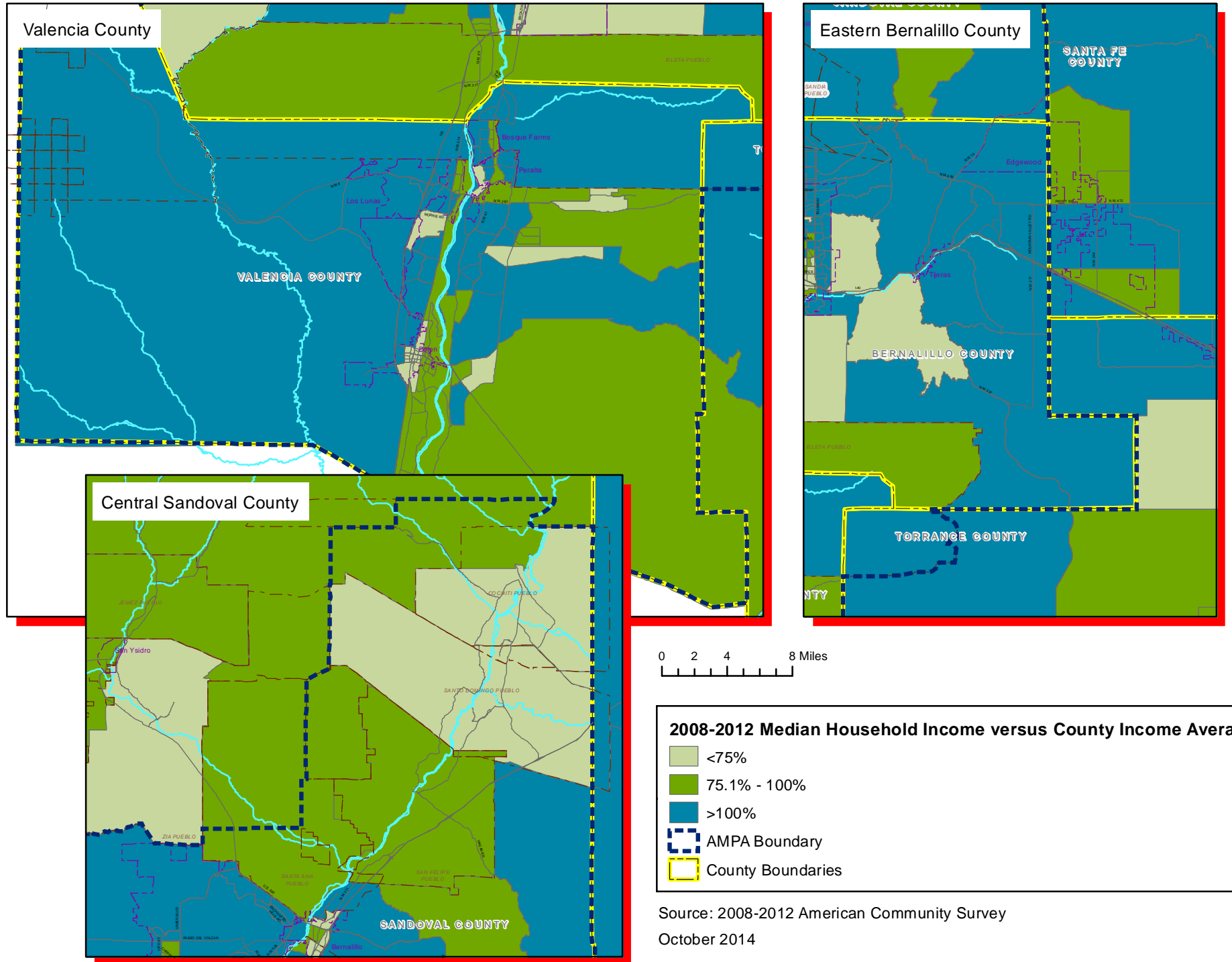
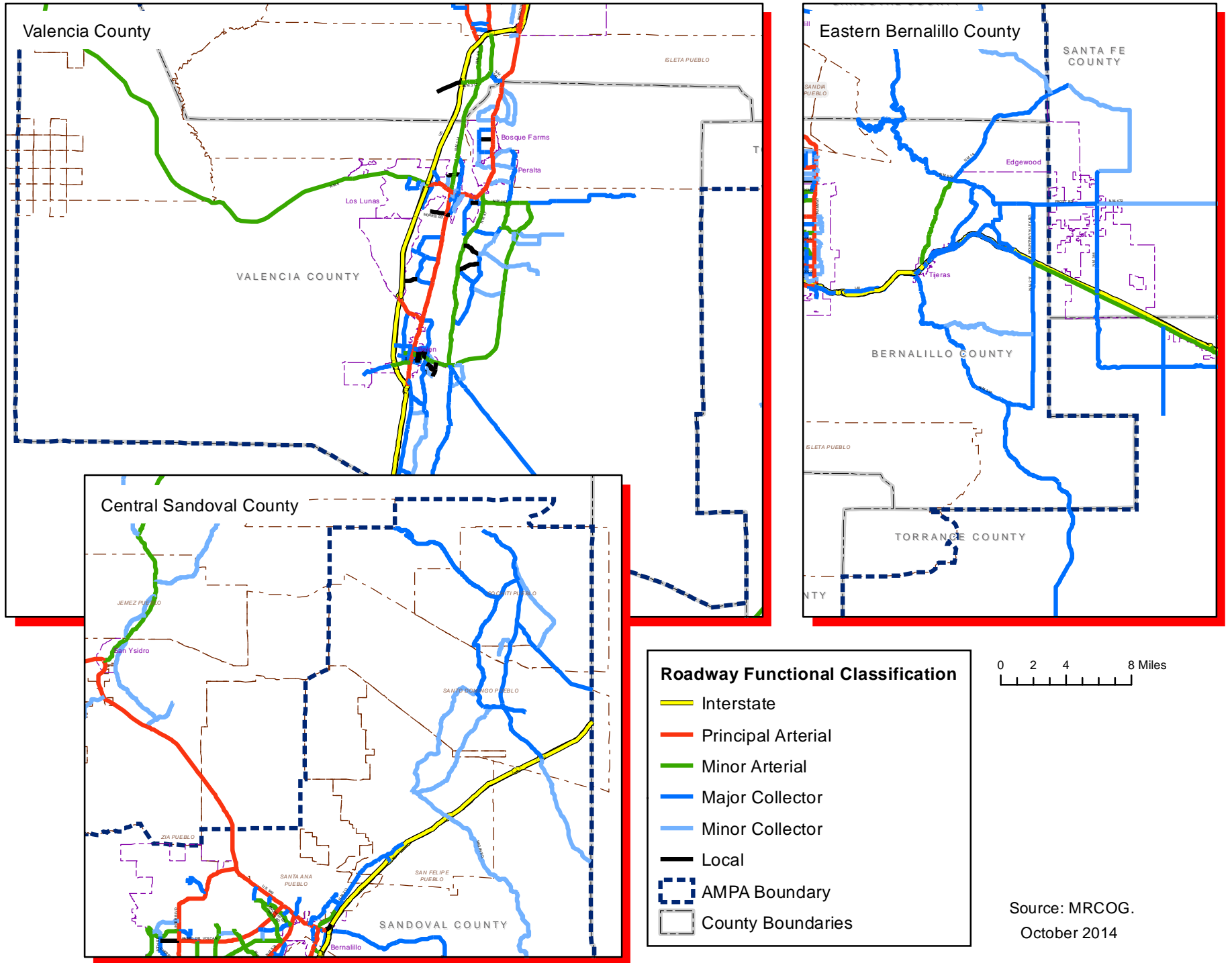
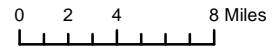


Figure E: Current Roadway Functional Classification

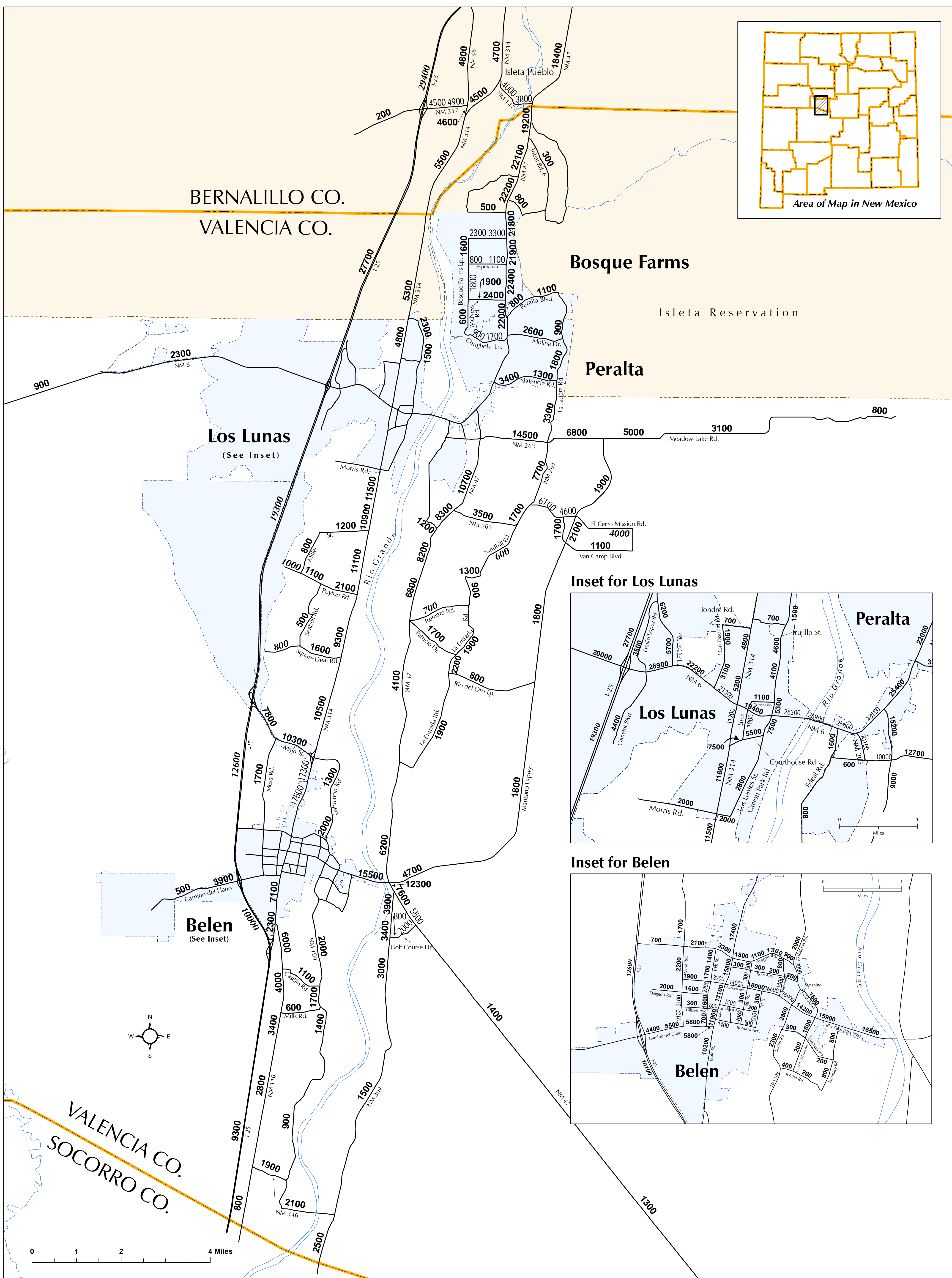


Roadway Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- AMPA Boundary
- County Boundaries



Source: MRCOG.
October 2014



2012 TRAFFIC FLOWS for Valencia Co., N.M.

Prepared by the Mid-Region Council of Governments in cooperation with the local governments in State Planning and Development District 3, and funded in part by the New Mexico Department of Transportation (NMDOT) in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

August 2013

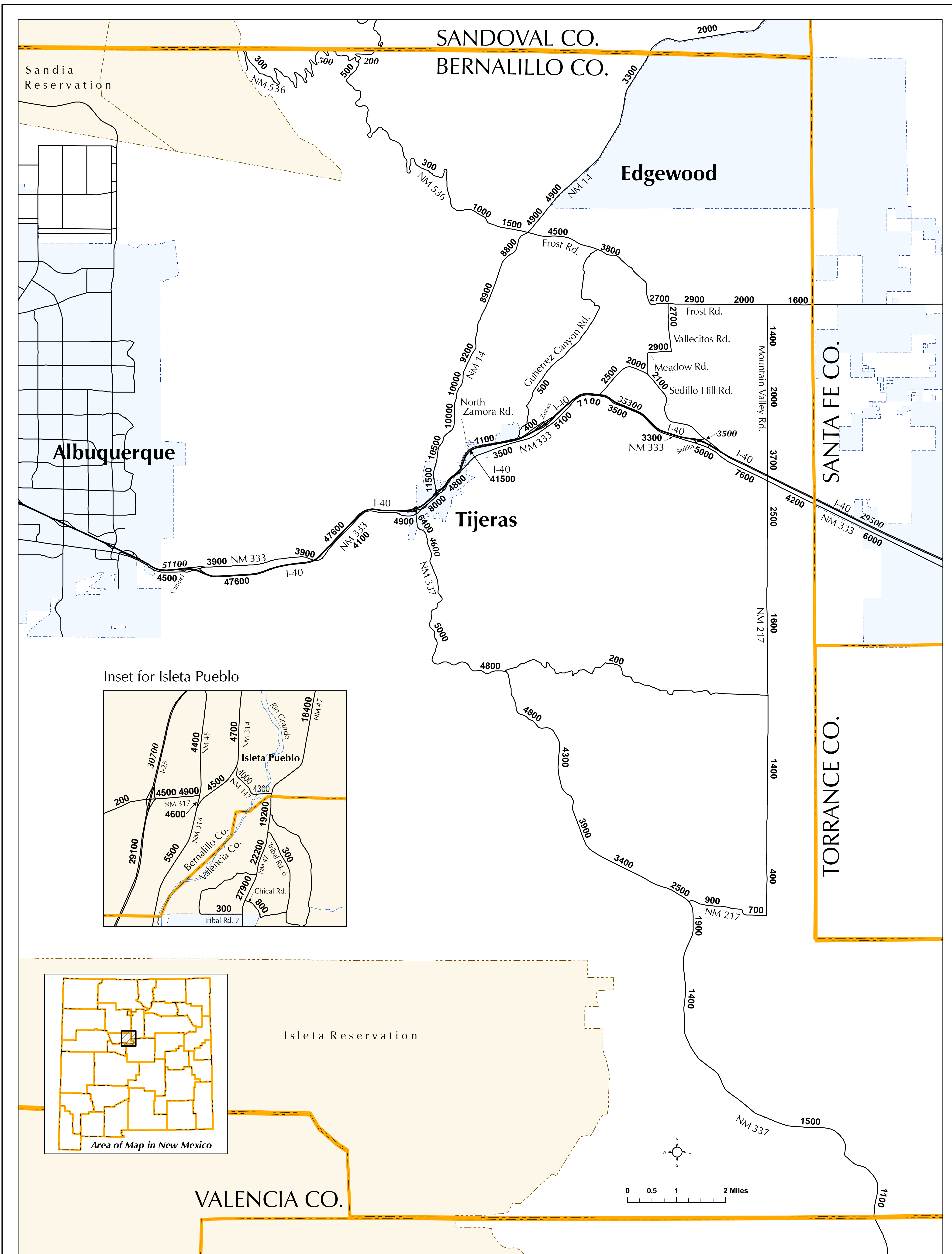
Standard Data 9500 Link Volume is based on traffic count data accepted by the NMDOT Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).

Non Standard Data 9500 Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDOT recommends that nonstandard data be used with caution.

Data represent average weekday traffic volumes for both directions of travel combined.

Note: Traffic volume data used in the preparation of this map were collected by the Mid-Region Council of Governments and the NMDOT.





2012 TRAFFIC FLOWS for Rural Bernalillo Co., N.M.

Prepared by the Mid-Region Council of Governments in cooperation with the local governments in State Planning and Development District 3, and funded in part by the New Mexico Department of Transportation (NMDOT) in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

August 2013

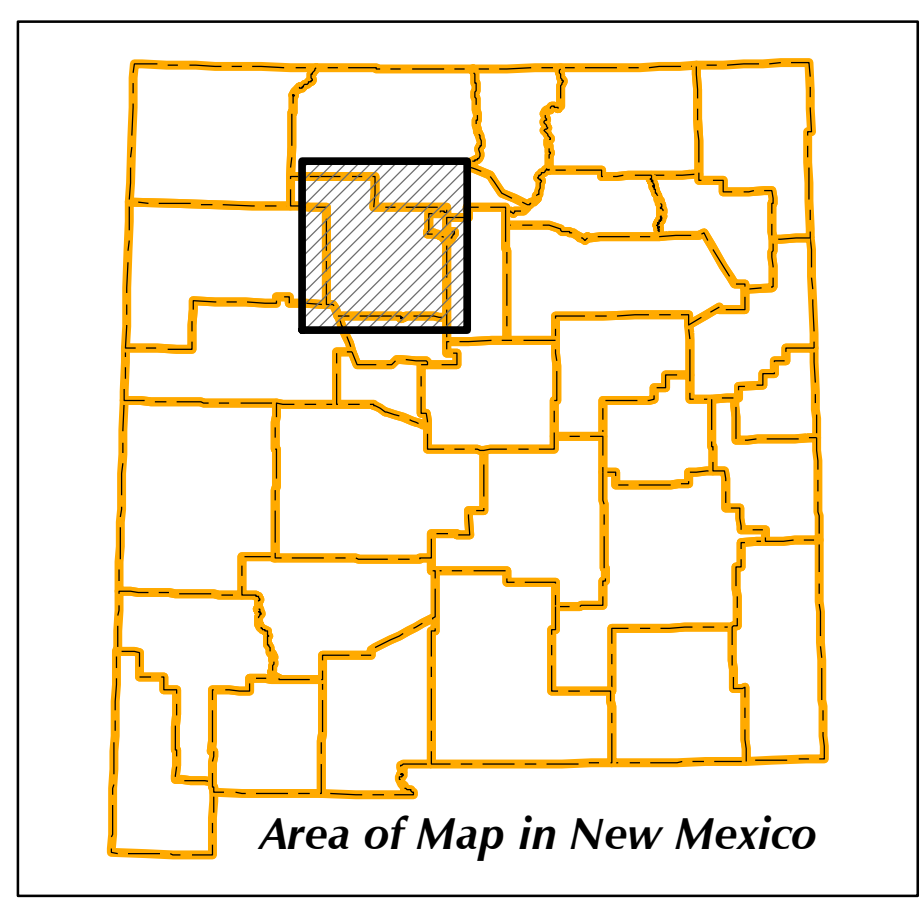
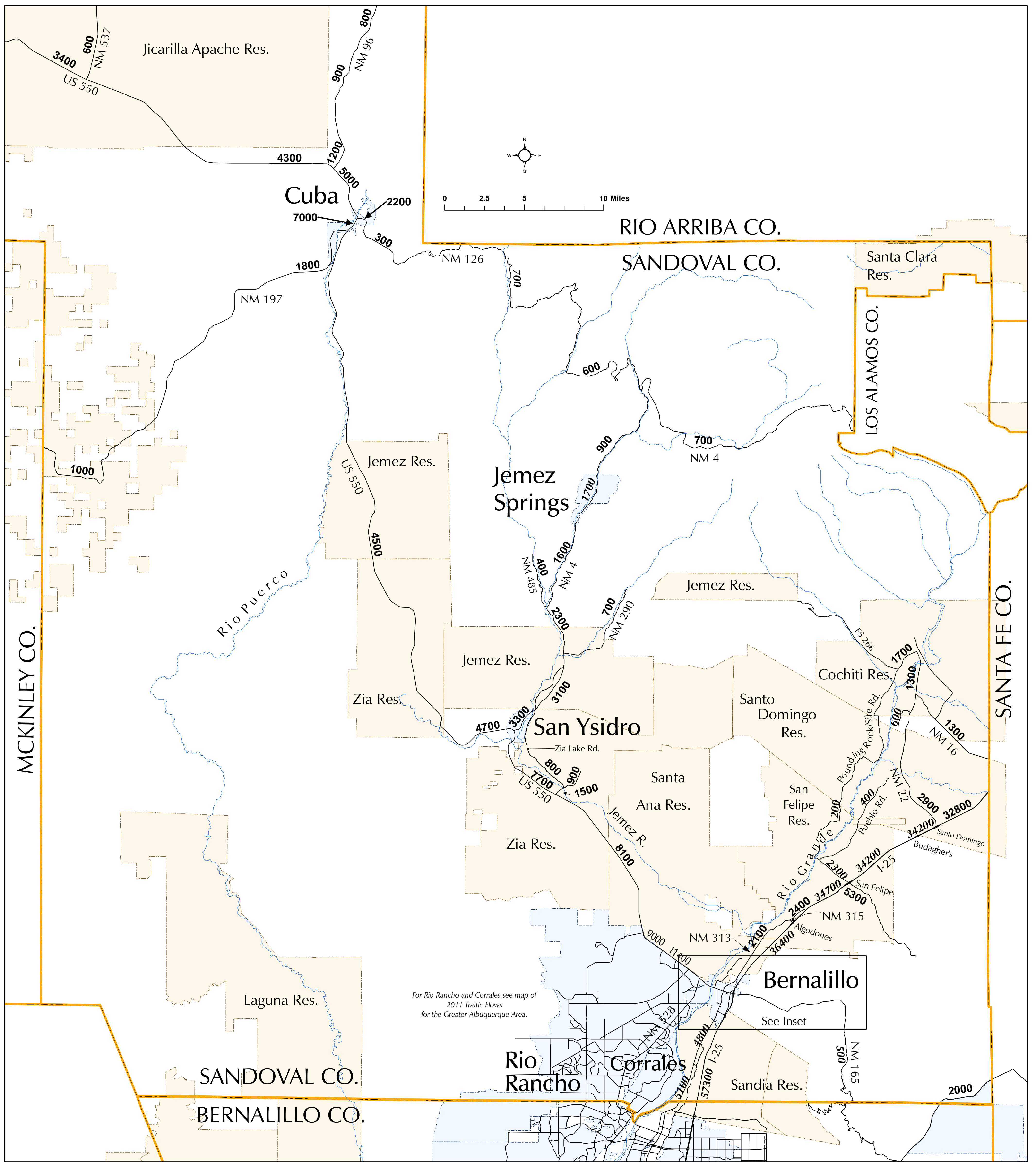
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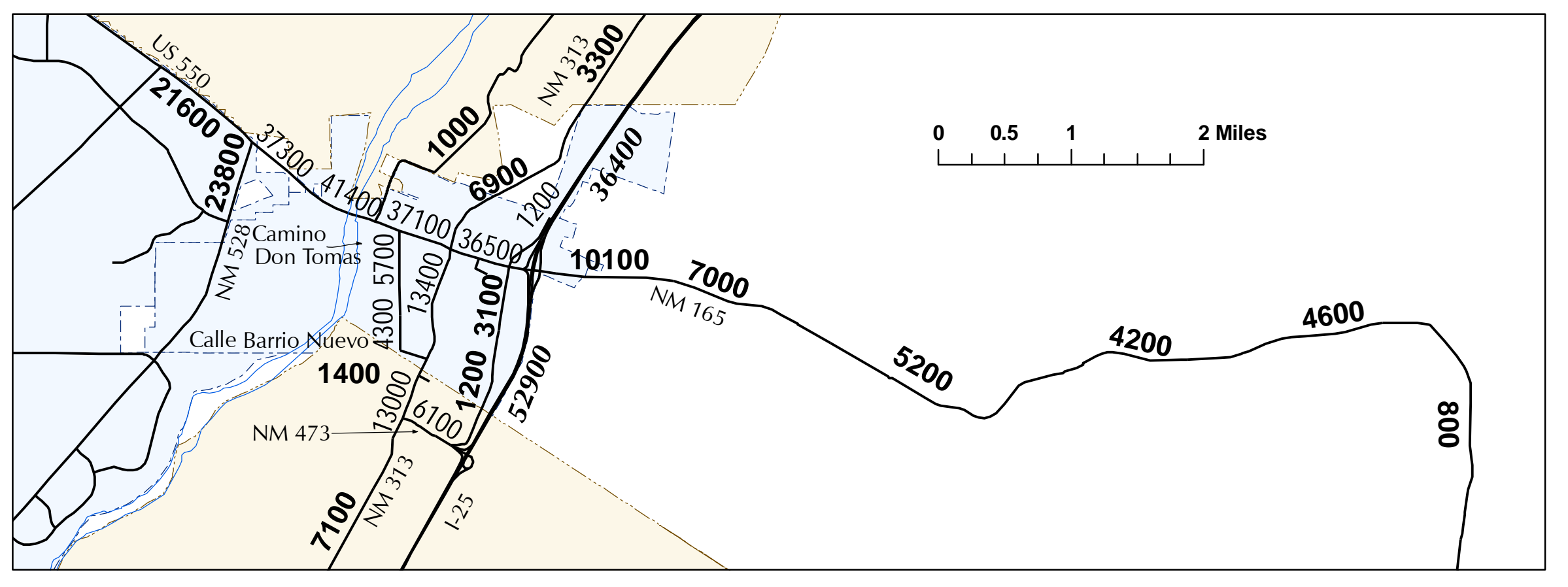
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Inset for Bernalillo Area



2012 TRAFFIC FLOWS for Sandoval Co., N.M.

Prepared by the Mid-Region Council of Governments in cooperation with the local governments in State Planning and Development District 3, and funded in part by the New Mexico Department of Transportation (NMDOT) in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

August 2013

Standard Data
9500 Link Volume is based on traffic count data accepted by the NMDOT Traffic Monitoring System (TMS) as standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS).

Non Standard Data
9500 Link Volume is based either on traffic count data not in compliance with the NMSTMS or on professional judgement. NMDOT recommends that nonstandard data be used with caution.

Data represent average weekday traffic volumes for both directions of travel combined.

Note: Traffic volume data used in the preparation of this map were collected by the Mid-Region Council of Governments and the NMDOT.



Figure I: Activity Density Index - 2012 by Data Analysis Subzone (DASZ)

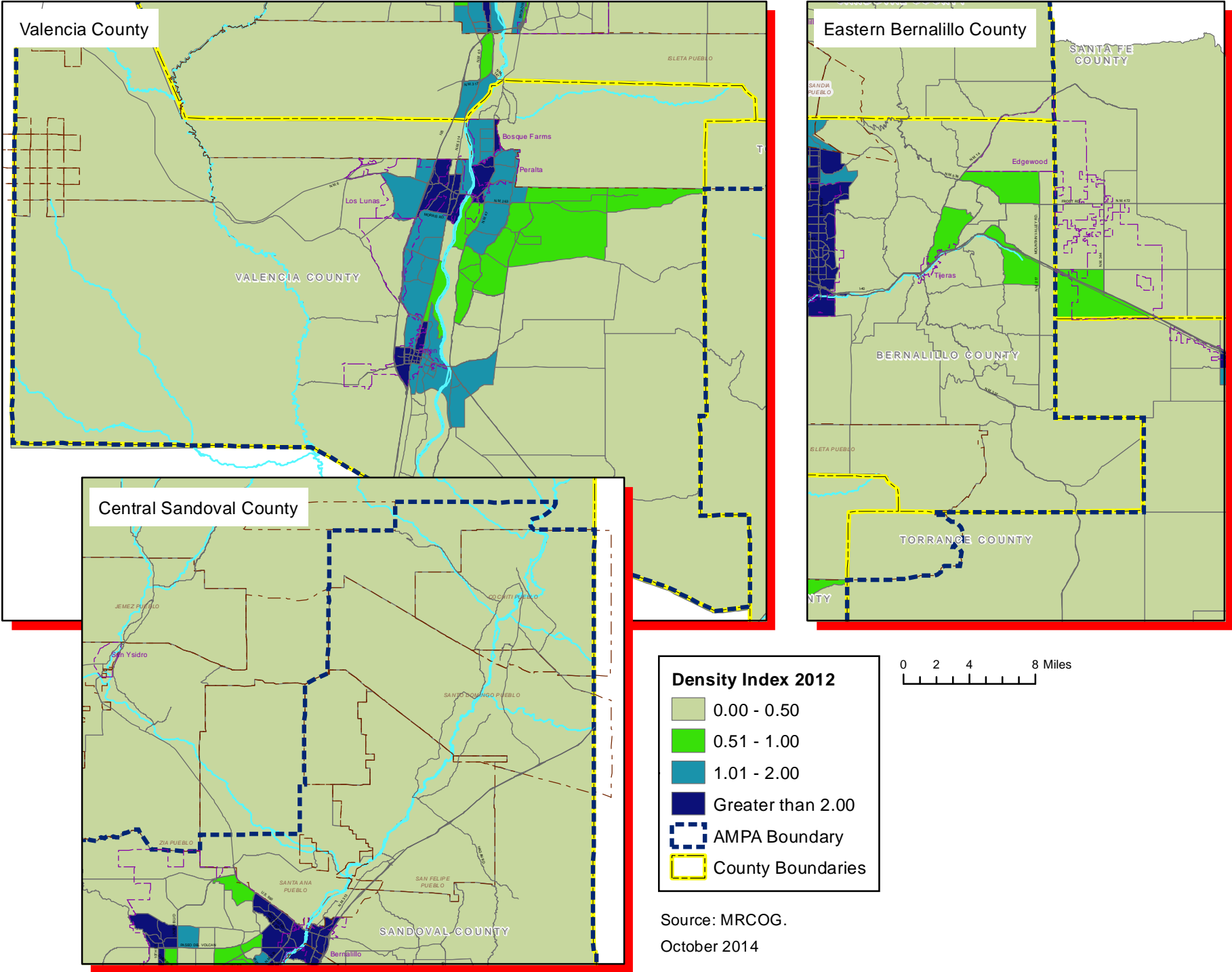


Figure J: Activity Density Index - 2040 by Data Analysis Subzone (DASZ)

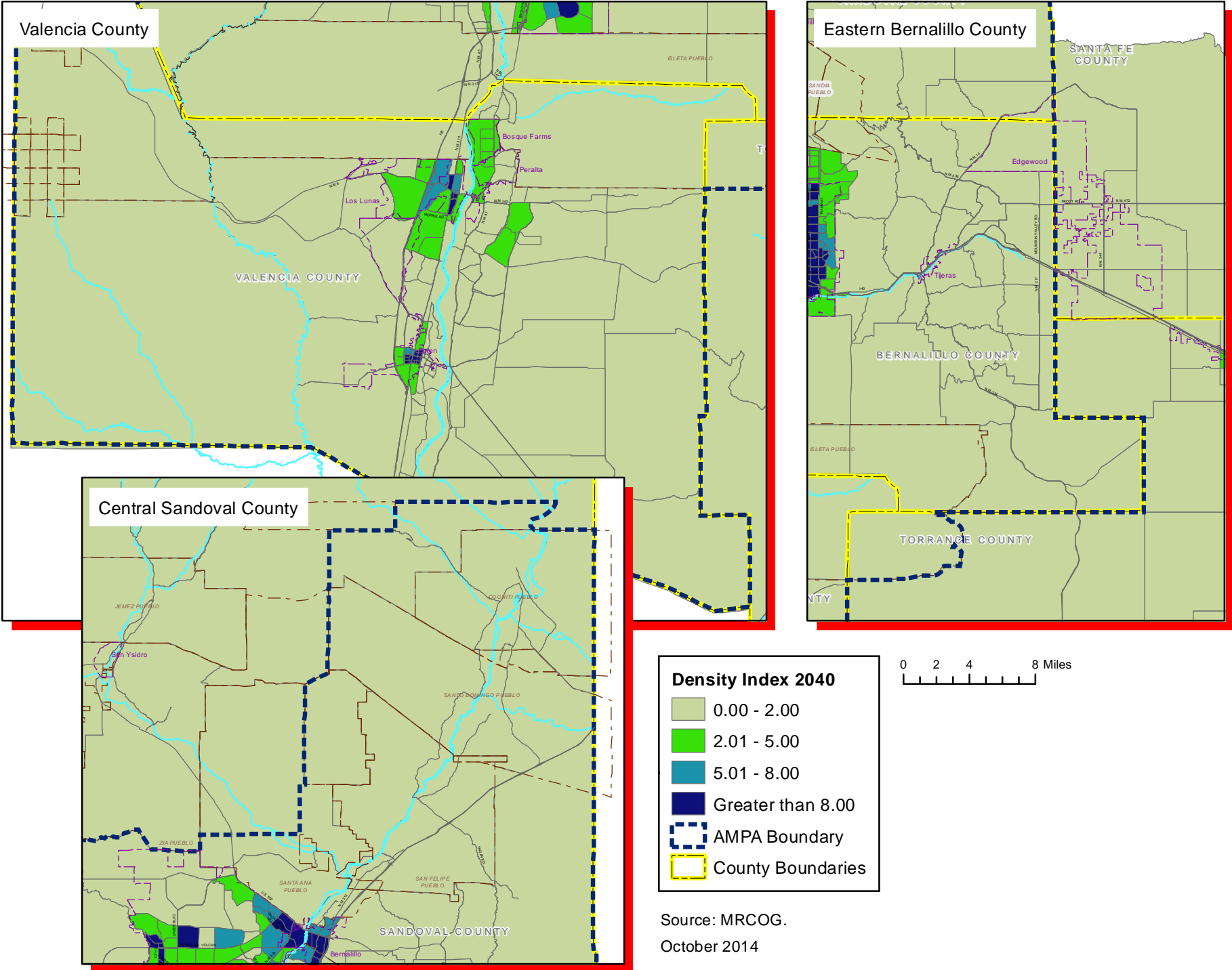


Figure K: Activity Density Growth 2012-2040 by Data Analysis Subzone (DASZ)

