# Moving Towards a Statewide View of Resource Allocation



**New Mexico Department of Transportation** 

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### Introduction

 Historically NMDOT has operated in a decentralized way to deliver mobility to NM travelers

 Six districts operated as mini DOTs with autonomy over how funds were spent

- Historical spending dictated the likely future spending
- Strengthening of planning and TAM combined with growing needs and insufficient funds are creating the need to change our resource allocation process

### **NMDOT Current Resource Allocation Process**

**Step 1: NMDOT receives federal funding allocation** 

Step 2: State revenue is confirmed

**Step 3: Initial prioritization of specialized funds** 

**Step 4: Provide funding targets for pavements and bridges** 

**Step 5: Divide remaining funding among districts** 

**Step 6: Districts make final programming decisions** 

**Step 7: Districts submit projects to statewide plan** 

# Another View of "As Is" **Process**

- Limited statewide view
- GO provides some guidance
- Districts have final decisionmaking authority

### **NMDOT receives Federal**

apportionment determination.

#### State revenue is confirmed.

State match is added in.

#### Initial set-asides are removed.

- State Planning and Research (SPR) monies
- Section 164 alcohol penalty transfer
- Estimated obligation limit is calculated
- Debt service amount reserved

#### Distributions and suballocations are set aside.

- Local distribution set-asides e.g. Surface Transportation Program (STP) funding for large urban areas
- Recently, funding was also reserved for bridge preventive maintenance

#### Limited statewide prioritization takes place.

A statewide call for projects is used to program CMAQ, HSIP, and Transportation Alternatives Program (TAP) funds.

#### Remaining funding divided among Districts.

Using formulas incorporating population, lane-miles, and other characteristics, e.g.:

- NHPP funding: 50% by percent of lane miles in each District and 50% by percent of Daily Vehicle Miles Travelled in each District
- · STP funding: Centerline miles on and off the NMDOT system plus a populationbased allocation

#### GO provides targets by funding source

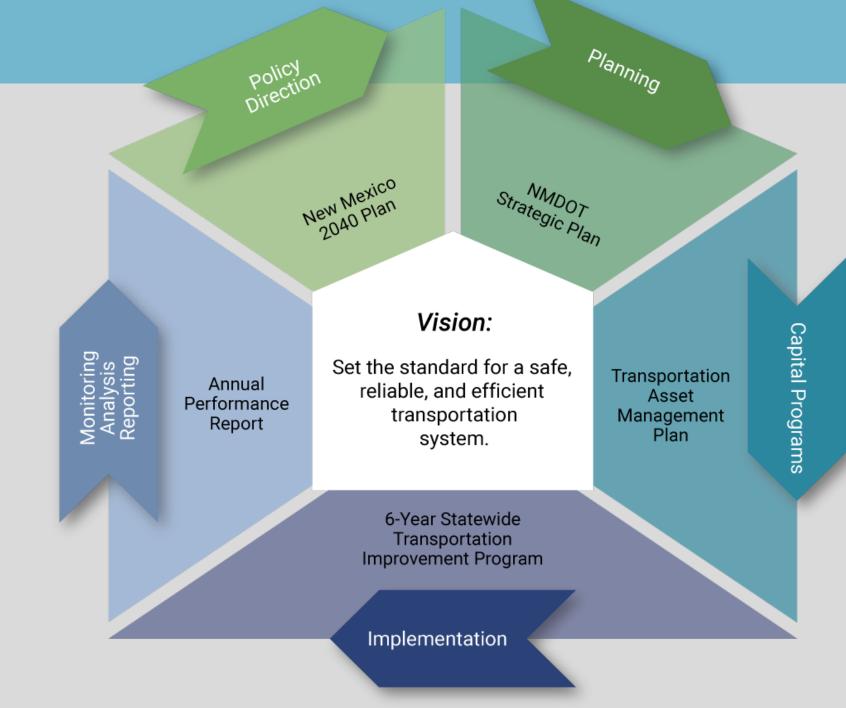
- For pavements: Data to indicate priority areas
- For bridges: Preliminary prioritized list of projects based on inspection data from BrM

#### Districts make final programming decisions.

Based on local knowledge and priorities as well as engineering judgment. Prioritization may be updated during the year with or without GO input.

#### Districts submit projects to the STIP.

Every two years, districts select the projects for the next four years



### Context

**LRP** 





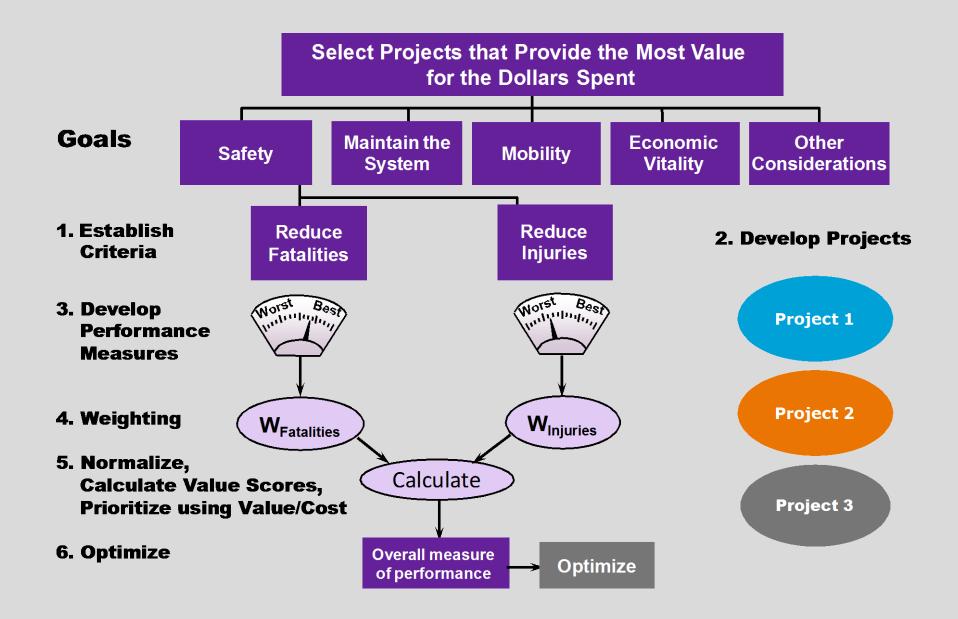
### **Other Plans & Programs**

			Statewide	e Transportation Improveme	ent Program	(STIP)		
Control #		County	All ‡	Lead Agency All \$	Project Type A	JI .	‡ Fe	ederal All 💠
802 transpo	ortation	project(s)					Ex	port to Excel
Control #	Region	County	Lead Agency	Title	Project Type	Funds	Fed Yr	Total Cost
TA00383	MRM	Bernalillo	City of Albuquerque- ABQ Ride	TRANSIT ENHANCEMENTS- INFORMATIONAL	Transit (23)	Federal	Future	\$121,250
A300749	MRM	Various	City of Albuquerque- ABQ Ride	AMPA WIDE JOINT TDM-TRAVEL DEMAND MANAGEMENT	Intelligent Transportation Systems (24)	Federal	2019	\$830,992
TA00064	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - BUS STOP FACILITIES IMPROVEMENTS	Transit (23)	Federal	2020	\$625,000
TA00086	MRM	Bernalillo	City of Albuquerque- ABQ Ride	COORS CORRIDOR PARK & RIDE PHASE 2-INFORMATIONAL	Transit (23)	Federal	Future	\$585,206
TA00381	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - TRANSIT ENHANCEMENTS	Transit (23)	Federal	2021	\$137,500
TA00098	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - TRANSIT ENHANCEMENTS (FY 2018 ALLOCATION)	Transit (23)	Federal	2018	\$132,500
TA00351	MRM	Bernalillo	City of Albuquerque- ABQ Ride	CENTRAL AVE BRT - PHASE IB	Transit (23)	Federal	2018, 2019, 2020, 2021	\$43,620,656
A300748	MRM	Various	City of Albuquerque- ABQ Ride	AMPA WIDE JOINT TDM-TRAVEL DEMAND MANAGEMENT	Intelligent Transportation Systems (24)	Federal	2018	\$1,266,410
TA00125	MRM	Bernalillo	City of Albuquerque- ABQ Ride	TRANSIT SECURITY EQUIPMENT UPGRADE-INFORMATIONAL	Transit (23)	Federal	Future	\$121,250
TA00065	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - BUS STOP FACILITIES IMPROVEMENTS-INFORMATIONAL	Transit (23)	Federal	Future	\$625,000
TA00138	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - TRANSIT TECHNOLOGY UPGRADE (FY 2018-2019 ALLOCATION)	Transit (23)	Federal	2019	\$625,000
TA00059	MRM	Bernalillo	City of Albuquerque- ABQ Ride	ABQ RIDE - VEHICLES & EQUIP. PURCHASE	Transit (23)	Federal	2019, 2020, 2021, Future	\$46,176,205
TA00066	MRM	Bernalillo	City of Albuquerque- ABQ Ride	YALE TRANSIT FACILITY RENOVATION- INFORMATIONAL	Other	Federal	Future	\$2,500,000
TA00113	MRM	Bernalillo	City of Albuquerque-	ABQ RIDE - TRANSIT PLANNING (FY 2019)	Administration (27)	Federal	2019	\$4,500,000

# NM 2040 Plan - Priority Tiers

Tier	80 Roads	Freight	Bus/Rail	Pedestrian	Bicycle	Aviation
1	Interstates	Interstates Transcontinental Railroads	Demand for >35 scheduled trips per week in each direction	Urban highway routes with population concentrations	High demand on- system routes	Primary commercial airports (e.g., Sunport)
2	Cities 20k+ Demand > 10k High tourist demand destinations	Remainder of priority truck network High demand shortline railroads	Demand for 20-34 scheduled trips per week in each direction	with pedestrian generating land use	Medium demand on- system routes	Non primary commercial airports
3	Cities 10k+ Demand > 5k Rest of NHS Tourist destinations	Remainder of active short line railroads, regionally significant freight network	Demand for 5-19 scheduled trips per week in each direction	all other segments	Low demand on- system routes	Reliever airports
4	All others	Abandoned railroads	Demand for 1-4 trips per week in each direction	Non-urban highways, no ped accommodation	Routes that appropriately prohibit bicycles	General aviation airports

### **MODA Approach**



### Importance of a Statewide View

- Growing needs backlog due to insufficient funding to maintain state of good repair
- Need to focus on maximizing preservation actions to extend the life or NM's assets
- Need to balance across objectives Preservation, Safety,
   Multi-modal Access, Other
- Need to balance statewide objectives with district objectives

## **New Resource Allocation Process**

