

# Moving Towards a Statewide View of Resource Allocation



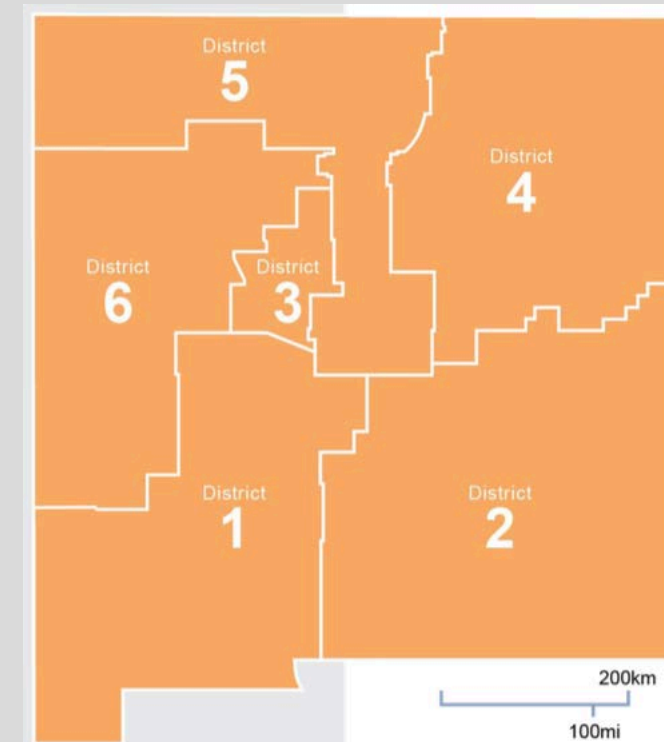
**New Mexico Department of Transportation**

Tammy Haas, NMDOT & Hyun-A Park, Spy Pond Partners, LLC

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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**



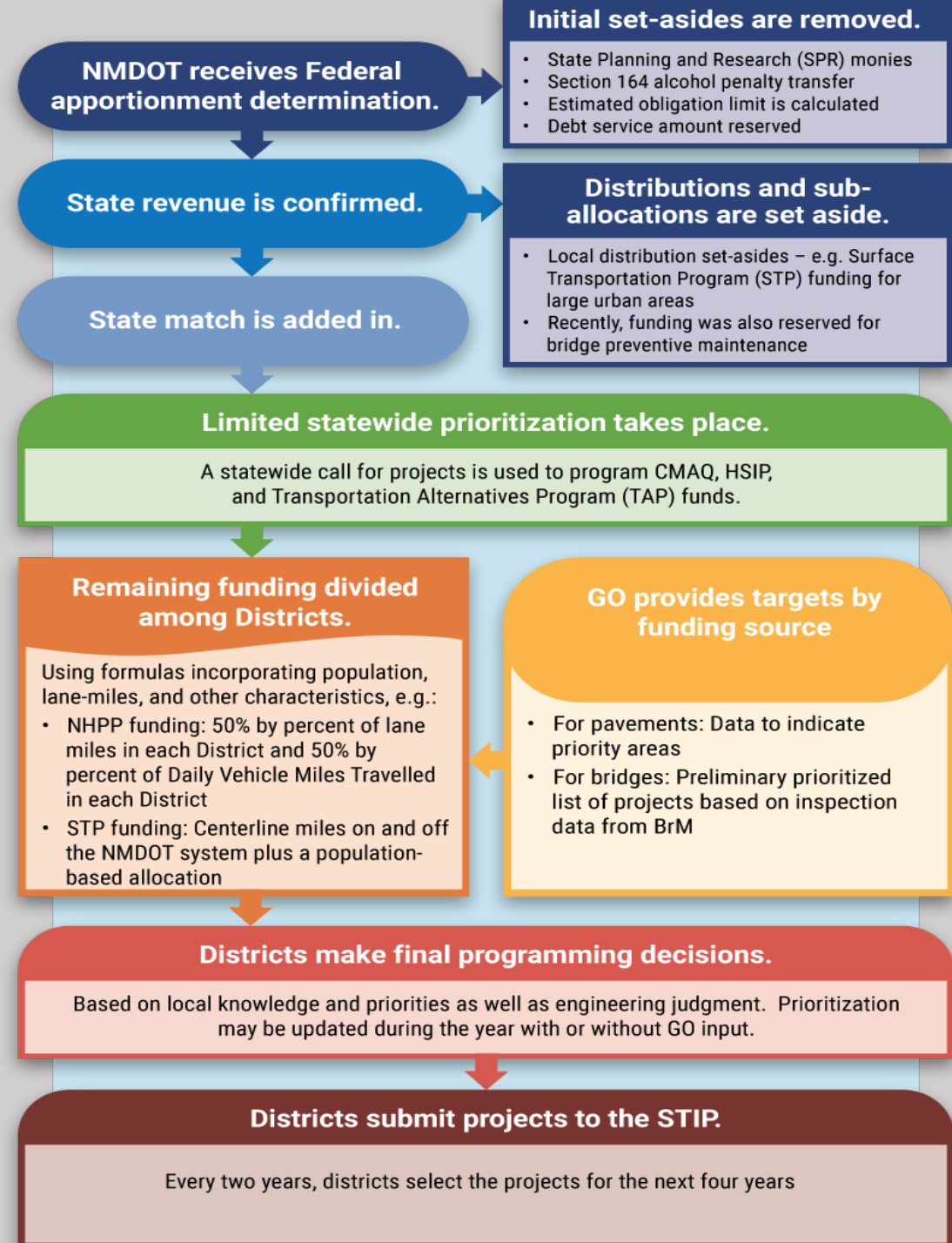
**Step 6: Districts make final programming decisions**



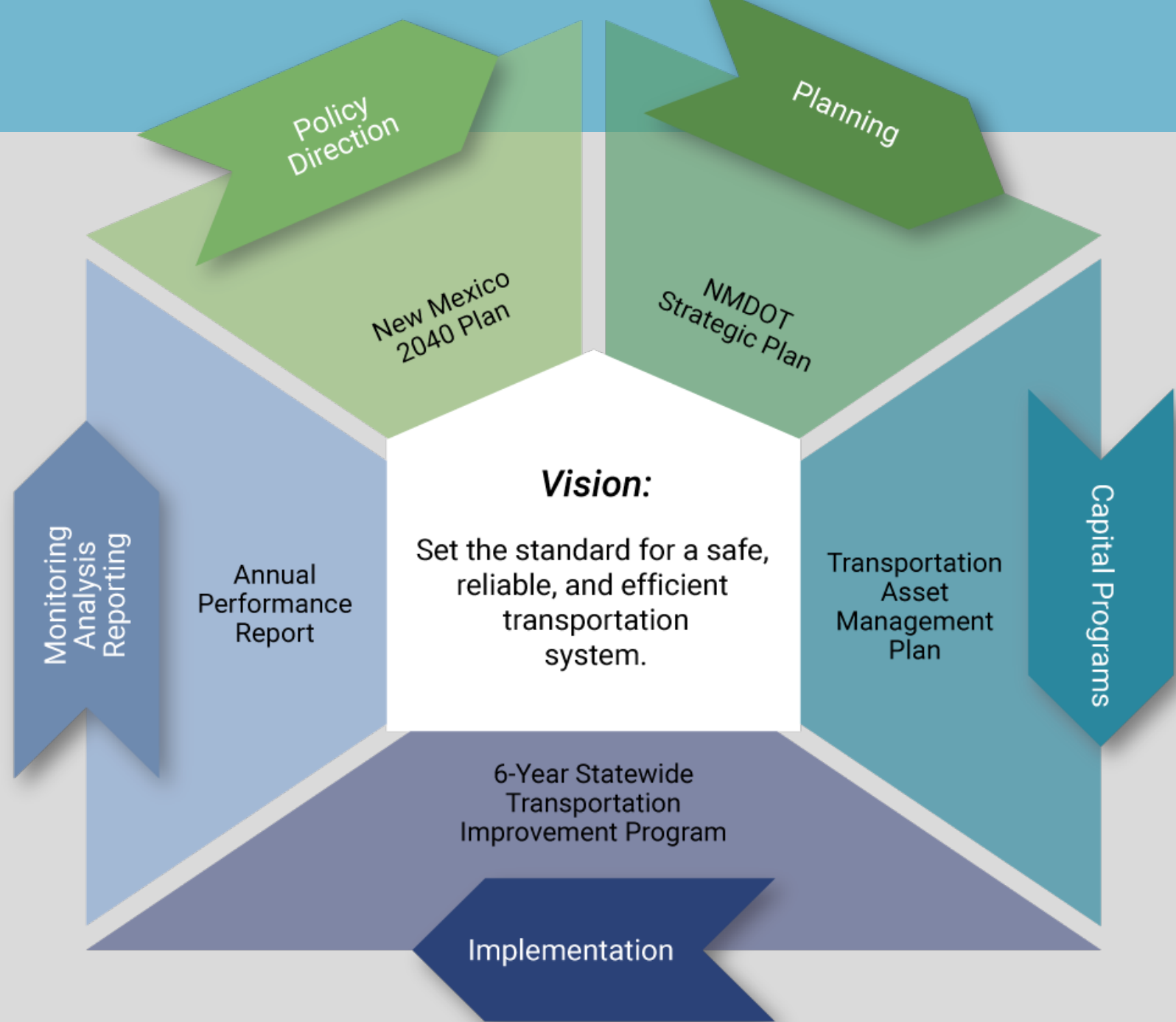
**Step 7: Districts submit projects to statewide plan**

# Another View of “As Is” Process

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



# Vision

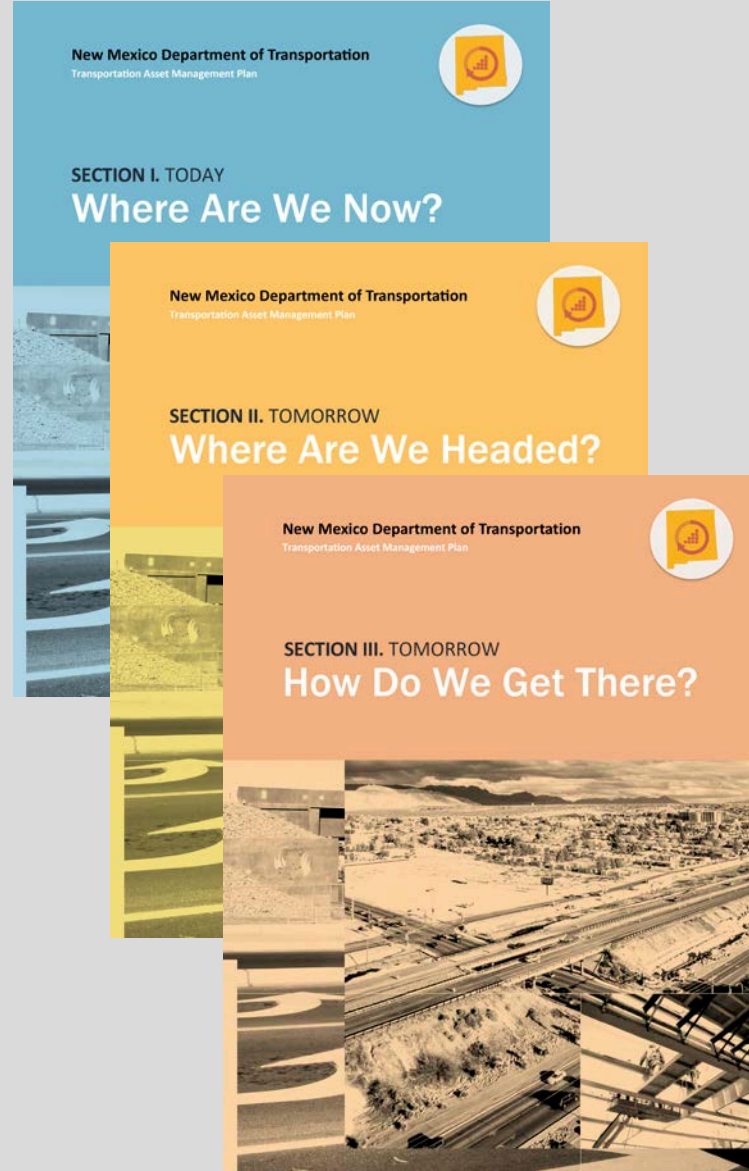


# Context

## LRP



## TAMP



## Other Plans & Programs

Statewide Transportation Improvement Program (STIP)







Control #  County  Lead Agency  Project Type  Federal Year

802 transportation project(s) Export 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 1B	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	ABQ RIDE - TRANSIT PLANNING (FY 2019)	Administration (27)	Federal	2019	\$4,500,000



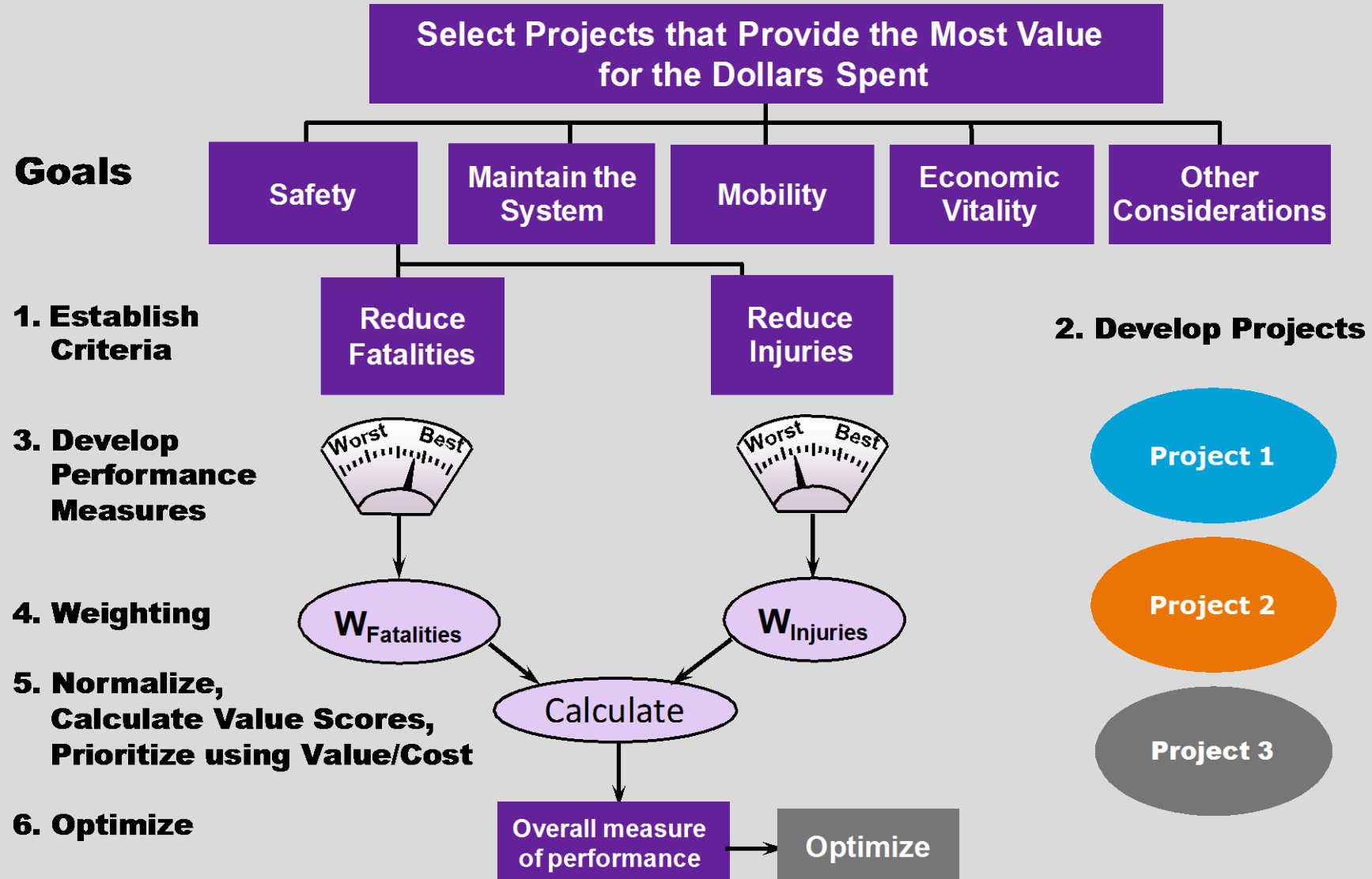
# NM 2040 Plan - Priority Tiers

Tier	 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

	"Gold Standard" Highest performance targets		"Silver Standard" Mid-level performance targets		"Bronze Standard" Lowest performance targets		Not appropriate for investment
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# 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 of 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

