

NM DEPARTMENT OF TRANSPORTATION

## STIP Presentation

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# STIP Requirements

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**Statewide Transportation Improvement Program: Six-year program containing all federally funded & regionally significant projects (23 CFR 450).**

- First four years fiscally constrained, two outer years used for informational/planning purposes. (23 CFR 450)
- Fiscal Constraint – projects demonstrate committed funding (year 1 & 2), reasonably available funding (year 3 & 4), with all project costs and phases programmed
- Updated every 2-4 years & amended quarterly, or as needed, per STIP Procedures Manual (found on NMDOT website)
  - Amendments posted for 30-day public comment on NMDOT website
- STIP also includes Transportation Improvement Plans
  - Funded project list for Metropolitan areas with >50K in population (MPOs)



# STIP Requirements

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**Projects in STIP must align with goals from long-range and asset management plan. Must assist with meeting specific Performance Measures (PM) and targets and be fiscally constrained**

- Long-range plan aligns with 7 national planning goals
- PMs: Safety, System Condition, System Reliability (23 CFR 490)
- Work with MPOs to set targets and ensure TIPs help meet goals and targets
- Project selection process varies somewhat by funding source, but must all meet above requirements, and *federal eligibility*
- DOT Secretary approves TIPs on behalf of Governor
- FHWA & FTA approve all STIP Adoptions & Amendments



# STIP Funding

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- Federal funds – Infrastructure Investment & Jobs Act (IIJA/BIL) legislation signed by Pres. Biden November 15, 2021
  - 6-year funding bill, w/ 2% increase per year – longest in history, first time increase built in
  - 4 new funding programs – bridge, carbon reduction, PROTECT, NEVI
  - 60% formula funds/40% nationwide competitive discretionary grants
- Funds broken into 9 core programs and apportioned to states through formulas (formula funds)
  - Set-asides and penalties are taken from these programs
    - Planning & Research, Transportation Alternatives & Recreational Trails
    - NHTSA penalties (for DWI laws) ~ \$10.3M/year



# STIP Funding

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- Debt Service – debt paid out of federal funds for bonded projects  
~120M/year currently
  - Taken from apportioned funds, after set-asides & penalties
- Remainder further broken down into population/other categories
  - Some funds apportioned directly to Mid-Region & El Paso MPOs
- 36 funding pots make up ~ \$500M/FFY with different eligibilities
- Each fund source has a “Fact Sheet” listing eligibilities:  
[https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact\\_sheets.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm)



# STBG Funding Breakdown

<u>STIP Fund Code</u>	<u>Description</u>	<u>Fund Qualifies For:</u>
<b>STBO</b>	Off-system bridge program (STBGO)	Program may be used for any bridge work for structures not on the NHS, to help meet PM2
<b>STPF</b>	Surface Transportation Block Grant (STBG) Program Flex	Flexible program may be used anywhere on the federal aid system
<b>STBGUC</b>	STBG Program – Areas with Population over 5K to 49,999	Flexible program that may be used for most project types within specified population areas
<b>STBGS</b>	STBG Program – Areas with Population over 50K to 200K	Flexible program that may be used for most project types within specified population areas
<b>STPL</b>	STBG Program – Areas with Population over 200K	Flexible program that may be used for most project types within MRMPO & EPMPO urbanized areas
<b>STPR</b>	STBG Program - Areas with Population 5K and under	Flexible program that may be used for most project types in rural areas



# STIP Funding

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- All federal funds require a *non-federal* match (some exceptions)
  - Varies by funding category, usually 14.56%
  - Local, state, or private funds used to match (some exceptions – TTP)
  - NMDOT uses Road Fund to match
  
- Grants require 20% match of **entire project**, not just the grant amount
  - Applies to T/LPAs who receive grants
  - 40% of BIL/IIJA funds are from grant programs



# STIP Funding

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- **Apportionment:** total funding amount allocated to the state each year (or more frequently depending on Congress)
- **Obligation Limitation (Limitation):** Percentage of that apportionment allowed to program/obligate on projects
  - Has been around 88-90% over past 5 years, 87% this year
  - Must be completely obligated by mid-September each year
- **Exempt funds:** funding allocated by FHWA memo that do not hit limitation.
  - These funds “roll over” and balances are available until lapse or obligation
  - NEVI, Bridge Funds





# STIP Funding

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- **Allocated funds:** funding for special purposes allocated by FHWA memo.
  - Federally Directed Spending, DBE programs, LTAP
  - Come with their own additional limitation and obligation deadlines
- **Redistribution:** A reallocation of Limitation between states allowing DOTs to spend up to 100% of apportioned funds.
  - Need additional state budget to match these funds
  - Only possible with 100% designed, shovel-ready projects
  - Have about 2-week notice to react to funding



# STIP Funding

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- **Current 4-year fiscally constrained STIP (FFY22-FFY25) includes 629 projects totaling ~ \$3B**
- **Planning years (FFY26-FFY27) includes 126 projects totaling ~ \$2.3B**
- **eSTIP link: <https://estip.dot.state.nm.us/>**

# Project Selection - Planning

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- **CMAQ/Carbon Reduction** – Statewide call for projects
  - For reducing GHGs, alternate modes, and air quality
- **TAP/RTP** – Statewide call for projects (for T/LPAs only)
  - TAP -for alternative transportation modes (bike/peds/transit)
  - RTP – for recreational trails, on road or off road
- **HSIP** – Safety funds, for T/LPAs & DOT to meet safety performance measures.
  - Projects selected by NMDOT committee, must be on Network Screening Report (related to fatalities/serious injuries)
- **PROTECT-** Resiliency, system protection to natural hazards
  - New program, only open to NMDOT. Issued call for projects last week

# Project Selection – Bridge/Pavement

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- **HIBP/HIBR** – new BIL bridge categories allocated by the Bridge Bureau working with Districts and T/LPAs to identify bridge in poor and fair condition
- **NHPP** – largest allocation, eligible for project on the National Highway System that help NMDOT meet performance targets for NHS pavements
  - Is broken out by formula (based on population & lane miles) to each of the 6 districts
- **STBG** – broken out by population, but flexible uses
  - Broken out by district, mostly used for non-NHS routes or to supplement NHPP for NHS projects



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# NMDOT STIP BUREAU

## Questions?

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