



June 12, 2023

## NMDOT Major Funds

Prepared By: Joseph Simon, LFC Analyst

Unlike most other large state agencies, the Department of Transportation (NMDOT) does not receive general fund appropriations for general operations. Instead, the Legislature has typically set aside discrete revenue streams, typically from road user fees, to be used for road construction and maintenance, as well as department operations. As a result, NMDOT maintains several nonreverting funds to hold these revenues. Descriptions of four of the largest funds are outlined below.

### State Road Fund

#### Key Facts:

**Statutory Citation:** 67-3-65 NMSA 1978

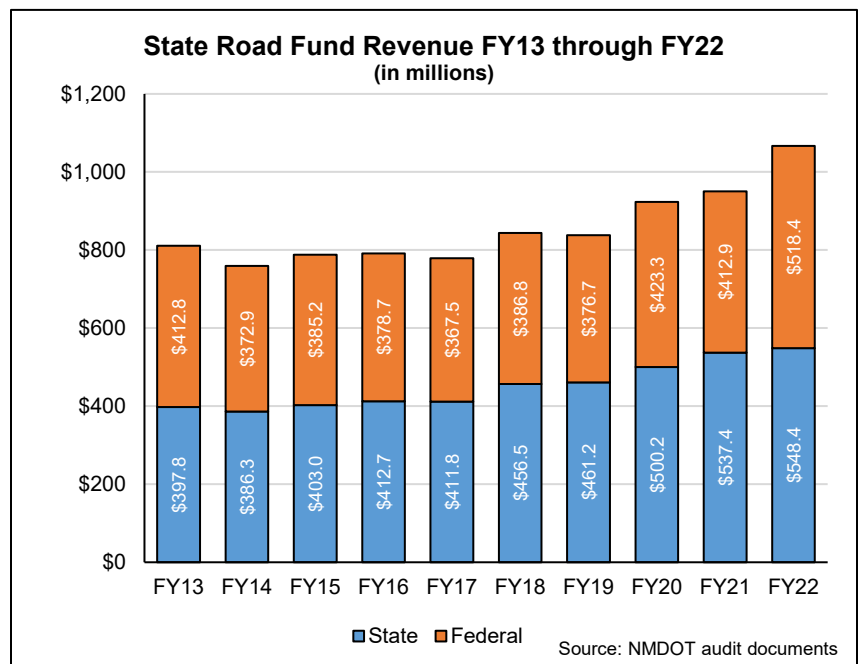
**Total Revenue (FY22):** \$1,066,718,985

**Funding Sources:** Federal Funds (48%); Gasoline/Diesel Taxes (23%); Weigh-Distance/Trip Tax (11%); Registration and License Fees (9%); Motor Vehicle Excise Tax (5%); Other Revenue (3%)

**Projected FY23 Year-End Fund Balance:** \$53,229,552

The state road fund is NMDOT's primary source of revenue for operating expenses, including staff salaries and benefits, as well as road construction and maintenance expenses. Revenue is generated largely by road user fees, including the 17 cent-per-gallon gasoline tax, taxes on diesel fuel, and fees on commercial trucking, and from federal highway funding.

For several years, revenue into the state road fund was largely flat, with about \$800 million per year in annual revenue, but recent increases in federal and state funding have pushed



total revenue over \$1 billion annually. Between FY18 and FY22, revenue grew by 26 percent, from \$843 million to \$1.1 billion. Increases were driven by a significant increase in federal highway funding from the Infrastructure Investment and Jobs Act, the addition of \$60 million from the motor vehicle excise tax, and strong commercial vehicle activity. However, revenue collections from the gasoline tax, at one time the primary source of revenue for the road fund, have stagnated. In FY18, the state road fund received \$116 million in revenue from the gas tax. NMDOT economists estimate the road fund will receive between \$114 million and \$115 million per year between FY24 and FY27.

## Local Government Road Fund

### Key Facts:

**Statutory Citation:** 67-3-28.2 NMSA 1978

**Total Revenue (FY22):** \$27,764,738

**Funding Sources:** Gasoline/Diesel Taxes (88%); Gross Receipts Tax (leased vehicles) (9%); Other Revenue (3%)

**Projected FY23 Year-End Fund Balance:** \$19,941,390

The local government road fund provides municipal and county governments and public schools funding for street and public school parking lot improvements. The fund receives revenue primarily from gasoline and diesel taxes, as well as from the petroleum products loading fee. Funded projects are managed by the local entity and require a 25 percent local match. NMDOT may use up to \$1 million per year for entities that can demonstrate financial hardship.

Distributions from the fund are based on a statutory formula. The law requires 26 percent of the fund be used for the county arterial program and 16 percent be used for both the municipal arterial program and the school bus route program. The remaining 42 percent is used for the cooperative agreement program, which is split between counties, municipalities, schools, and other entities.

**Distribution of the Local Government Road Fund**

Counties	Arterial Program	26.0%
	Cooperative Agreement Program	13.9%
	<b>Counties Total</b>	<b>39.9%</b>
Municipalities	Arterial Program	16.0%
	Cooperative Agreement Program	20.6%
	<b>Municipalities Total</b>	<b>36.6%</b>
Schools	School Bus Route	16.0%
	Cooperative Agreement Program	5.9%
	<b>Schools Total</b>	<b>21.9%</b>
Other	Cooperative Agreement Program	1.7%

Source: 67-3-28.2 NMSA 1978

## Transportation Project Fund

### Key Facts:

**Statutory Citation:** 67-3-78 NMSA 1978

**Total Revenue (FY22):** \$48,429,324\*

**Funding Sources:** Motor Vehicle Excise Tax

**Projected FY23 Year-End Fund Balance:** \$9,495,592

\*This amount reflects only recurring revenue from the motor vehicle excise tax and does not include nonrecurring general fund appropriations authorized by the Legislature. The State Transportation Commission awarded a total of \$95 million in FY22 for projects because additional funding was available.

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Created in 2019, the transportation project fund provides local and tribal governments with an additional funding source for road projects. Revenue from the fund comes from motor vehicle excise tax, a 4 percent tax on the sale price of motor vehicles that must be registered in the state. In recent years the Legislature has supplemented this amount with nonrecurring general fund appropriations, increasing the amount available for awards.

Unlike the local government road fund, there is not a statutory formula for determining the distribution of funds among the types of eligible entities. Instead, awards from the transportation project fund are based on recommendations made by metropolitan and regional transportation planning organizations. The State Transportation Commission reviews the prioritized list developed by each organization and, based on recommendations by NMDOT, approves individual awards. Projects are managed by the entity receiving funding. The transportation project fund has proven particularly attractive due to the low match requirement. The law only requires a 5 percent local match, which can be waived for demonstrated hardship.

## Highway Infrastructure Fund

### *Key Facts:*

**Statutory Citation:** 67-3-59.2 NMSA 1978

**Total Revenue (FY22):** \$15,525,596

**Funding Sources:** Gross Receipts Tax (leased vehicles) (79%); Tire Recycling Fees (21%)

**Projected FY23 Year-End Fund Balance:** \$15,638,454

The highway infrastructure fund is used to repay bonds issued by the Transportation Commission to make improvements to state roads. The fund receives revenue from a 5 percent tax on short-term passenger vehicle leases. NMDOT had \$891 million in debt outstanding as of December 2022, of which the highway infrastructure fund pays a portion of the principal and interest payments.

## State Aviation Fund

### *Key Facts:*

**Statutory Citation:** 67-3-65 NMSA 1978

**Total Revenue (FY22):** \$7,871,036

**Funding Sources:** Gross Receipts Tax (75%); Gross Receipts Tax on Jet Fuel (16%); Gasoline Taxes (6%); Other Revenue (3%)

**Projected FY23 Year-End Fund Balance:** \$4,941,193

The state aviation fund is used to fund operations of NMDOT's Aviation Division, as well as for grants local airports for capital improvements, supplementing the federal Airport Improvement Program. Additionally, the division maintains two state-owned airports at Conchas Lake and Navajo Lake. Revenue into the aviation fund comes primarily from gross

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receipts taxes that would otherwise be paid into the general fund. Under current law, specific amounts are set aside and transferred to the aviation fund. For FY23 and prior years, the fund received 0.046 percent of all gross receipts taxes payable to the general fund, estimated at \$1.8 million in FY23, and monthly distributions totaling \$3 million annually. However, legislation approved at the 2023 regular session increased distributions to the fund by \$3 million per year. Based on January 2023 revenue estimates, the law could increase FY24 revenue by almost 50 percent, from \$6.3 million to \$9.3 million.

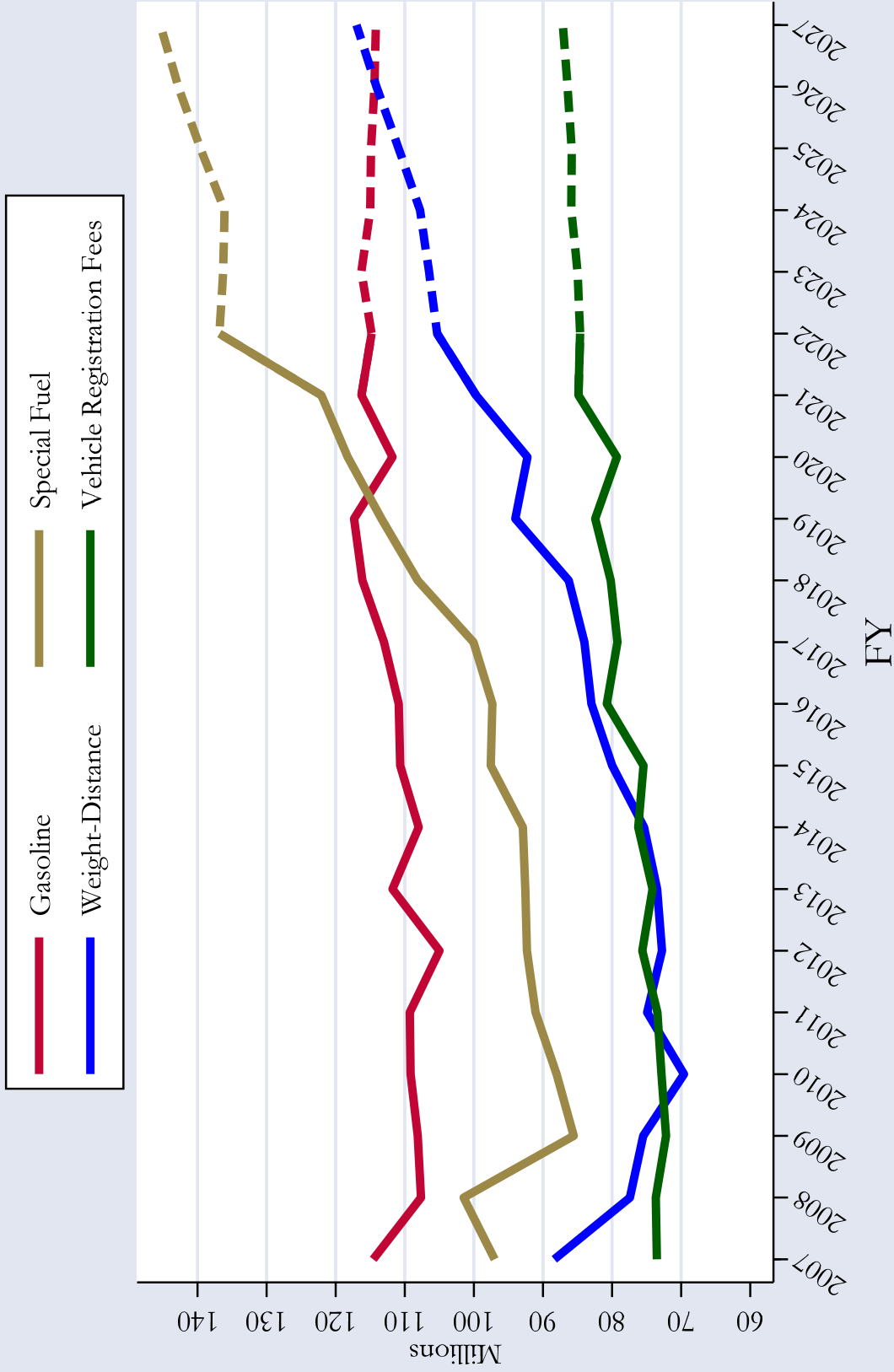
Most of the aviation fund is used for grants to local airports. Of the \$4.8 million expended from the fund in FY22, \$3.6 million were for local government grants.







# Four Major State Road Fund Revenue Sources



# Distribution of State Road User Revenues

## January 2023 Forecast

	(\$ Millions)				% of total (FY 2022)	
	2021	2022	2023	2024	Road Fund	NMDOT State Rev
Gasoline Tax (17.0 cents / gallon)	9.1	9.0	9.1	9.0	21.0%	17.9%
Special Fuel (Diesel) Tax (21.0 cents/gallon -- effective 7/1/2004)	122.1	136.9	136.3	136.1	25.1%	21.3%
Petroleum Products Loading Fee (1.875 cents/gallon)	12.7	14.3	14.3	14.2	19.3%	16.4%
Weight Distance Tax (1¢-4¢/mile)	7.8	7.9	8.0	7.9	1.7%	1.5%
Trip Tax (7¢-16¢/mile)	21.4	21.8	22.0	21.8	1.3%	1.1%
Oversize / Overweight Fees	99.7	105.3	106.5	107.8	0.6%	0.5%
Motor Trans. Regulatory Fees	8.0	9.5	7.8	8.4		
Vehicle Registration Fees (\$21-\$172./year)	7.0	7.2	7.3	7.5		
Motor Vehicle Excise Tax (from 3.0% to 4.0% on July 1, 2019)	3.7	3.4	3.3	3.3		

5.76% to County Government Road Fund  
 0.13% to Motorboat Fuel Tax Fund  
 0.26% to State Aviation Fund  
 10.38% to Municipalities and Counties  
 76.27% to State Road Fund - (-13 cents per gallon)  
 5.76% to Municipalities  
 1.44% to Municipal Arterial Program (MAP - Local Governments Road Fund)

90.48% to State Road Fund - (19 cents per gallon)  
 9.52% to Local Governments Road Fund  
 26.67% to Local Governments Road Fund  
 73.33% to Corrective Action Fund (NM Environment Department)

100% to State Road Fund  
 100% to State Road Fund  
 100% to State Road Fund  
 100% to State Road Fund

50 cents on Each Registration to Beautification Fund  
 \$2.00 of each Motorcycle Registration to Motorcycle Training Fund  
 \$2.00 of each Motorcycle Registration to Taxation & Revenue Department  
 100% of Placard Fees to Taxation and Revenue Department  
 100% of Traffic Safety Training Fee (from Penalty Assessments) and Amateur Radio Fees to State Road Fund  
 Tire Recycling Fee (effective 7/1/2003):  
 \$ 1.00 Each Motorcycle → 50% to Highway Infrastructure Fund  
 \$ 0.50 per wheel of each bus → 50% to Tire Recycling Fund  
 \$ 1.50 each car or light truck → \$1.00 to Highway Infrastructure Fund  
 \$ 1.50 each heavy truck → \$0.50 to Tire Recycling Fund

Effective March 1, 2004 remaining revenues go to:  
 74.65% to State Road Fund  
 7.60% to County General Funds (allocated by Registration Fees on Vehicles in Each County)  
 7.60% to County Road Funds (allocated by miles of public roads maintained)  
 4.06% to Municipal Street Funds (allocated by property Tax net Taxable value)  
 6.09% to County and Municipal General Funds (allocated by property Tax amounts due)

21.86% to State Road Fund beginning in FY22 (it was 3.11 % in FY19 - FY21)  
 District 2 received 25% in FY20 & FY21  
 18.75% to Transportation Project Fund beginning in FY22  
 59.39% to State General Fund beginning in FY22 (it was 71.89% in FY20 & FY21)

\$5 or \$6 to Municipal, County or Fee AGENTS  
 Remaining revenues from Transaction Fees go to:  
 50% to State Road Fund  
 50% to County Road Fund (allocated by miles of public roads maintained)

\$6 or \$7 per License to Municipal, County or Fee Agents  
 100% of Remaining Drivers License Fee to S Road Fund  
 100% Limited License Fees to DWI Prevention and Education Fund  
 100% DWI Reinstatement Fees and remainder of ID Cards to Local Gov. Road Fund  
 100% Enhanced Drivers License Fee (\$3) to Taxation & Revenue Department  
 100% Driver Safety Fee (\$3) to public schools for DWI education

\* no estimates available

Total Local Governments Road Fund and Transportation Project Fund 25.0 76.2 79.5 79.5  
 Total Amount Distributed to Local Governments & other Recipients 263.3 243.9 248.5 250.3

Total of Gasoline, Diesel, W/D & Registrations NMDOT 422.9 441.6 444.1 444.8  
 Total State Road Fund Revenues 468.2 546.3 547.7 548.5  
 Total NMDOT Recurring State Revenues 506.2 641.1 644.9 645.8

(1) Total NMDOT Recurring Revenue excludes MV Excise Revenue to DOT District 2 in FY21 (60.2)

Leased Vehicle Surcharge (\$2/day) 100% to State General Fund  
 Leased Vehicle Gross Receipts Tax (5.0%) 75% to Highway Infrastructure Fund  
 25% to Local Governments Road Fund  
 Alternative Fuel Tax 100% to State Road Fund



## Department of Transportation

FY23 vs. FY24 Approved Budget

- FY24 Appropriation is supported by (Revenues):
  - \$548.5 million of State Road Fund.
  - \$97.2 million of Restricted Fund.
  - \$10.3 million of Transfer from TRD & DFA.
  - \$81.2 million of State Road & Restricted Fund Balance.
  - \$534.0 million of Federal Revenue.
- **\$801.0 million Project Design and Construction.**
  - \$194.0M Debt Service
  - \$376.6M BIL Funding
  - \$28.0M Local Government Road Fund
  - \$51.5M Transportation Project Fund
- **\$325.6 million Highway Operations.**
  - \$52.4M Contract Maintenance
  - \$10.9M Rest Area Improvements/Maintenance
  - \$10.4M Striping
  - \$45.3M Field Supplies
  - \$15.6M Equipment
- **\$58.9 million Business Support.**
  - \$9.3M GSD Rates
  - \$3.5M DoIT Fee
- **\$85.8 million Modal.**
  - \$11.6M Aviation
  - \$10.0M Port of Entry
  - \$26.6M Traffic Safety
  - \$36.7M Transit and Rail
- **FY23 Budget vs. FY24 Budget**
  - State Road Fund Revenue increased by \$16.3 million.
  - Restricted Revenue increased by \$6.0 million.
  - Transfer In increased by \$2.0 million.
  - State Road Fund Balance increased by \$5.6 million.
  - Restricted Fund Balance increased by \$9.9 million.
  - Federal Revenue increased by \$12.8 million.

	A	B	C
	FY23 Approved Budget	FY24 Approved Budget	Dollar Change (B-A)
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NMDOT

**PERSONAL SERVICES AND EMPLOYEE BENEFITS CALCULATION WORKSHEET  
FY24**

Agency: Department of Transportation

Code: 80500

**PART ONE - FTE CALCULATION IN NUMBERS/PERCENT**

Program Name	PCode	A	B	C	D	E	F	G	H	I
		FY24 Authorized FTE	FY24 Filled FTE (Budget Sub.)	FY24 Vacant FTE (A-B)	FY24 Unfunded Vacant Rate (C/A)-E	FY24 Funded Vacant Rate (N/L)	FY24 Funded Vacant FTE (N/avg FTE)	FY25 Base Agency Requested FTE	FY25 Additional Funded FTE (Request) (O-L/avg FTE)	FY25 Additional Funded FTE (Recomm.) (P+Q/avg FTE)
Project Design & Construction	P562	370.0	275.0	95.0	13.6%	12.1%	37.9			
Highway Operations	P563	1,848.7	1,513.0	335.7	13.1%	5.1%	64.5			
Program Support	P564	253.8	182.0	71.8	16.7%	11.6%	34.5			
Modal	P565	115.0	132.0			15.3%	18.5			
<b>Totals:</b>		<b>2,587.5</b>	<b>2,102.0</b>	<b>485.5</b>	<b>11.0%</b>	<b>7.8%</b>	<b>155.3</b>			

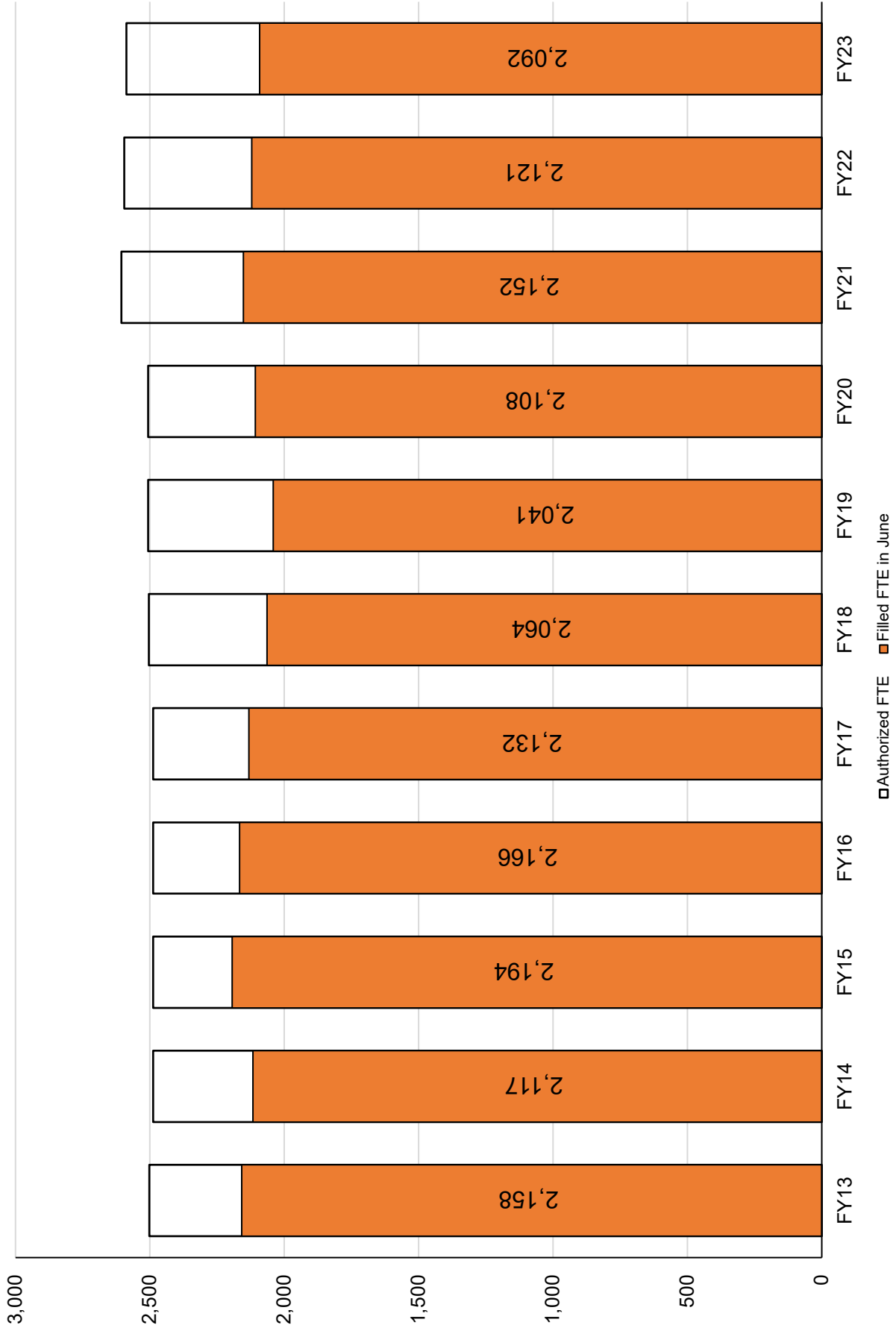
**PART TWO - BUDGET CALCULATION IN DOLLARS/PERCENT**

Program Name	PCode	J	K	L	M	N	O	P	Q	R
		FY23 Actual PS&EB Expenditures	FY23 Funded Vacancy in Dollars	FY24 PS&EB Opbud	FY24 PS&EB Costs (Filled Positions)	FY24 Funded Vacancy in Dollars (L-M)	FY25 Agency PS&EB Request	FY25 LFC Vacancy Adjustment	FY25 LFC other PS&EB Adjustments	FY25 LFC PS&EB Recomm. (L+P+Q)
Project Design & Construction	P562			\$33,690.3	\$29,610.7	\$4,079.6				
Highway Operations	P563			\$136,425.9	\$129,482.6	\$6,943.3				
Program Support	P564			\$32,028.2	\$28,317.1	\$3,711.1				
Modal	P565			\$12,991.1	\$11,001.0	\$1,990.1				
<b>Totals:</b>				<b>\$215,135.5</b>	<b>\$198,411.4</b>	<b>\$16,724.1</b>				

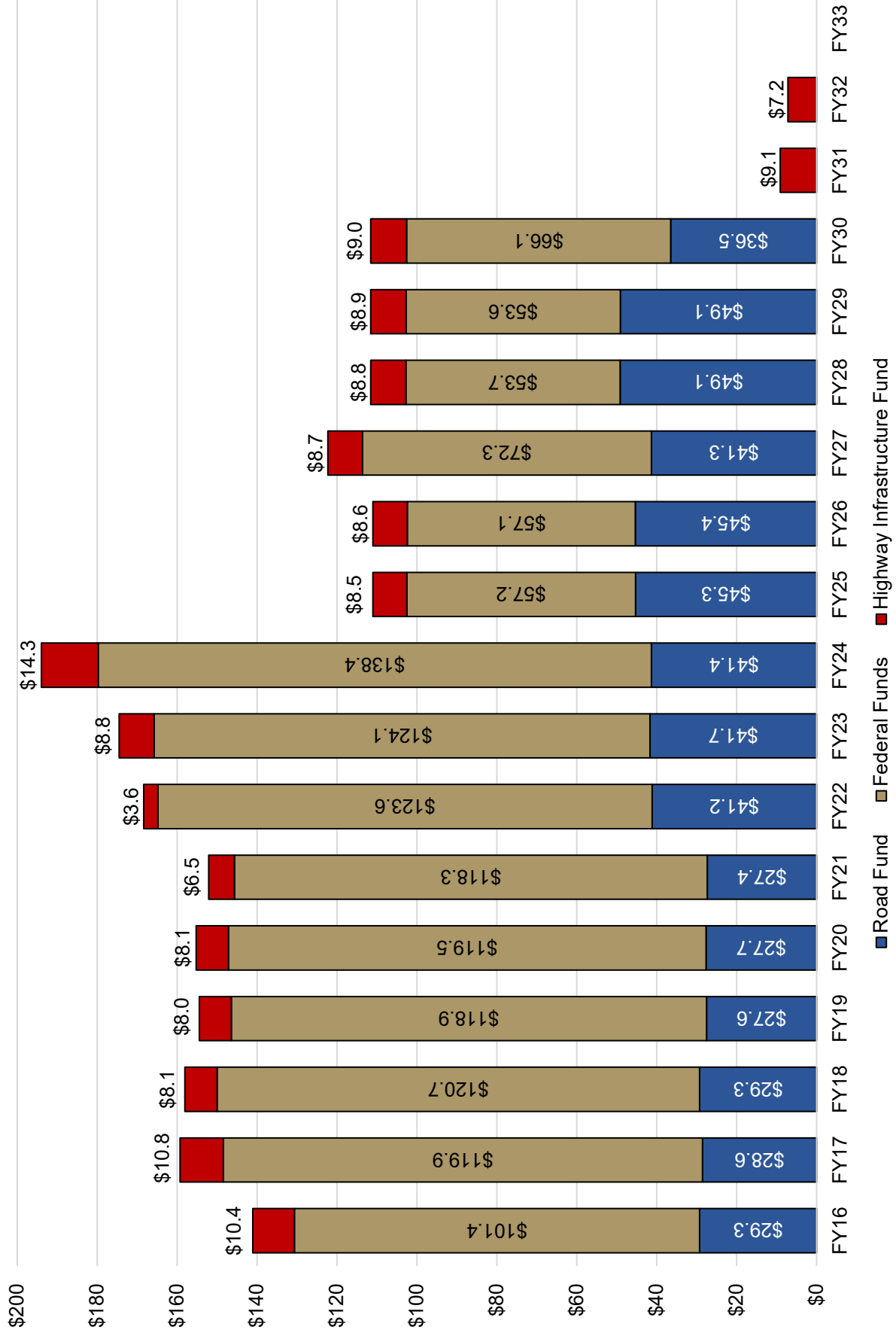
\* Adjustments include expansion, technical corrections, and miscellaneous adjustments

Notes: The cost of filled positions for the highway operations program includes \$4.9 million in overtime expenses, leading to a low funded vacancy rate. However, reducing vacancy rates should lead to reduced overtime, potential increasing the agency's funded vacancy rate.

**NMDOT Headcount**  
June 1 of Each Year



# NMDOT Debt Service Payments by Fiscal Year (in millions)





**Special Transportation Appropriations, 2019 to 2023**  
Expenditures and Encumbrances through June 10, 2023

Year	Type	Appropriation	Expended	Encumbered	Percent Expended	Reversion Date
2019	for state roads, MIPS	\$175,000,000	\$130,535,094	\$35,334,215	75%	6/30/2024
2019	for state roads, maintenance	\$100,000,000	\$98,321,276	\$1,637,080	98%	6/30/2024
2019	for local roads	\$50,000,000	\$49,311,250	\$688,750	99%	6/30/2024
	<b>Subtotal: 2019</b>	<b>\$325,000,000</b>	<b>\$278,167,621</b>	<b>\$37,660,045</b>	<b>86%</b>	<b>6/30/2024</b>
2020	for state roads, maintenance/MIPS	\$135,000,000	\$133,683,934	\$289,608	99%	6/30/2023
	<b>Subtotal: 2020</b>	<b>\$135,000,000</b>	<b>\$133,683,934</b>	<b>\$289,608</b>	<b>99%</b>	<b>6/30/2023</b>
2021	for state roads, MIPS	\$170,000,000	\$59,989,238	\$28,666,611	35%	6/30/2025
2021	for local roads	\$121,000,000	\$76,611,067	\$43,340,698	63%	6/30/2025
2021	for essential air service	\$9,000,000	\$1,418,365	\$5,881,635	16%	
	<b>Subtotal: 2021</b>	<b>\$300,000,000</b>	<b>\$138,018,671</b>	<b>\$77,888,944</b>	<b>46%</b>	<b>6/30/2025</b>
2021 Sp.	for state roads, MIPS	\$142,500,000	\$893,476	\$469,849	1%	6/30/2025
2021 Sp.	for roadway beautification	\$10,000,000	\$3,770,774	\$3,102,208	38%	6/30/2025
2021 Sp.	for regional airports	\$10,000,000	\$235,392	\$9,764,608	2%	6/30/2025
2021 Sp.	for electric vehicle charging	\$10,000,000	\$3,678,135	\$4,304,149	37%	6/30/2025
	<b>Subtotal: 2021 Special</b>	<b>\$172,500,000</b>	<b>\$8,577,776</b>	<b>\$17,640,815</b>	<b>5%</b>	<b>6/30/2025</b>
2022	for state roads, MIPS	\$247,500,000	\$47,951,536	\$40,310,237	19%	6/30/2025
2022	for 1-401-10 Planning	\$25,000,000	\$0	\$965,543	0%	6/30/2025
2022	for regional airports	\$5,000,000	\$0	\$0	0%	6/30/2025
2022	for equipment/district offices	\$9,000,000	\$2,688,315	\$5,637,884	30%	6/30/2025
2022	for the transportation project fund	\$60,000,000	\$17,106,358	\$42,893,642	29%	6/30/2025
2022	for rest area improvements	\$20,000,000	\$50,156	\$1,086,190	0%	6/30/2025
2022	for essential air service	\$5,000,000	\$0	\$4,900,000	0%	6/30/2025
2022	for wildlife corridors	\$2,000,000	\$0	\$0	0%	6/30/2025
	<b>Subtotal: 2022</b>	<b>\$373,500,000</b>	<b>\$67,796,365</b>	<b>\$95,793,496</b>	<b>18%</b>	<b>6/30/2025</b>
2023	for regional airports	\$55,000,000	\$0	\$0	0%	6/30/2026
2023	for state roads, MIPS	\$232,000,000	\$0	\$0	0%	6/30/2026
2023	for wildlife corridors	\$5,000,000	\$0	\$0	0%	6/30/2026
2023	for ports of entry*	\$7,000,000	\$0	\$0	0%	6/30/2026
	<b>Subtotal: 2023</b>	<b>\$299,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>6/30/2026</b>
	<b>Grand Total</b>	<b>\$1,605,000,000</b>	<b>\$626,244,368</b>	<b>\$229,272,909</b>	<b>39%</b>	<b>6/30/2026</b>

Source: SHARE

\*The appropriations for ports of entry is from the weight distance tax identification permit fund.



June 12, 2023

## NMDOT Capital Outlay Projects

Prepared By: Joseph Simon, LFC Analyst

### Status of Capital Outlay Projects

- Information from the Department of Finance and Administration shows a total of 307 outstanding capital outlay projects for the Department of Transportation (NMDOT). While money flows through NMDOT, projects are typically managed by local or tribal governments.
  - The vast majority of projects were funded for less than \$1 million, with an average project appropriation of about \$500 thousand. The 41 active and recently closed projects greater than \$1 million are included on the attached list, along with a brief overview of the status of the project.
- Projects had a total outstanding balance of \$135.8 million, as of March 2023. Large projects with outstanding balances from 2019, which were initially scheduled to revert on June 30, were reauthorized at the 2023 session.

**Summary of Department of Transportation Capital Outlay Projects as of March 2023**

Approp. Year	# of Projects				Approp. (thousands)	Outstanding Balance (thousands)	Percent Expended		
	Active	Closed	< \$1M	> \$1M			No Activity	0%-50%	50%-100%
2019	74	67	122	19	\$79,561.0	\$23,391.8	9	29	103
2020	22	0	20	2	\$9,616.0	\$7,578.2	8	10	4
2021	101	21	107	15	\$54,397.5	\$39,251.5	57	33	32
2022	110	6	103	13	\$69,952.7	\$65,569.2	105	8	3
<b>Total</b>	<b>307</b>	<b>94</b>	<b>352</b>	<b>49</b>	<b>\$213,527.1</b>	<b>\$135,790.8</b>	<b>179</b>	<b>80</b>	<b>142</b>

Source: CPMS

**Capital Outlay Quarterly Report (Attachment A)**  
(Appropriations ≥ \$1 million)  
as of March 2023

Row #	Original FY	Reversion Date	County	Project Description	Project on schedule		Project behind schedule		Funding Source	Appropriation Amount	Current Balance	Project Phase	Project Status	Progress Rating
					G	B	Y	R						
<b>DEPARTMENT OF TRANSPORTATION</b>														
182	2019	6/30/2023	Bernalillo	NM Hwy 314/45/317 Realignment Project Isleta Pueblo					GF	\$1,000,000	\$551,558	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Design continues. Right of way certificates submitted and maintenance agreements in process. Fiscal agent is Isleta Pueblo.	R
184	2019	6/30/2023	Bernalillo	Albuquerque Westside Arterial Improve					GF	\$1,250,000	\$693,639	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Design phase continues with 60 percent of plans reviewed. Reimbursement request 7 processed. Fiscal agent is the City of Albuquerque.	R
185	2019	6/30/2023	Bernalillo	Paseo Del Norte Improve Albuquerque					GF	\$2,110,864	\$854,132	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Design phase continues with 60 percent of plans reviewed. Fiscal agent is the City of Albuquerque.	R
186	2019	6/30/2023	Bernalillo	Moonlight Drive Extend Isleta Pueblo					GF	\$1,129,000	\$999,644	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is Isleta Pueblo.	R
187	2019	6/30/2023	Eddy	Carlsbad Relief Route Construct					GF	\$6,700,000	\$116,786	Project Planning	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal Agent is Eddy County.	R
188	2019	6/30/2023	McKinley	Allison Rd Improve McKinley County					GF	\$1,500,000	\$1,454,667	Purchase in Process - Ad/Bid	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the Department of Transportation.	R
189	2019	6/30/2023	Multiple Counties	Paseo Del Volcan Construct Bernalillo County & Sandoval County					GF	\$3,911,500	\$190,772	Project Planning	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the Department of Transportation.	R
190	2019	6/30/2023	Rio Arriba	Chama To Tierra Amarilla Gas Pipeline Construct					GF	\$2,000,000	\$2,000,000	Grant Agreement Issued	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is Rio Arriba County.	R
191	2019	6/30/2023	San Juan	NM Hwy 371/Navajo Route 36 Traffic Signal					GF	\$1,300,000	\$1,300,000	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the Department of Transportation.	R
192	2019	6/30/2023	San Juan	E Aztec Arterial Route Construct San Juan County					GF	\$3,158,000	\$3,037,870	Grant Agreement Issued	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the City of Aztec.	R
193	2019	6/30/2023	San Juan	N Main Ave Extend Aztec					GF	\$2,500,000	\$231,295	Project in Design	No substantive progress reported in the last quarter. Fiscal agent is the City of Aztec.	R
194	2019	6/30/2023	Santa Fe	Tesuque Pueblo Storm Drain Construct					GF	\$1,500,000	\$1,335,001	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is Tesuque Pueblo.	R
195	2019	6/30/2023	Valencia	Belén Retention Pond Construct					GF	\$1,735,000	\$1,504,187	Project in Design	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the City of Belén.	R
196	2020	6/30/2024	Bernalillo	Paseo Del Norte NW Improvement Albuquerque					STB	\$1,918,000	\$1,918,000	Project in Design	Project is waiting for the city to acquire right of ways on title reports. Fiscal agent is the City of Albuquerque.	R
197	2020	6/30/2024	Bernalillo	Isleta Boulevard Improvement					STB	\$1,050,000	\$1,050,000	Project in Design	Master Plan completed. Fiscal agent is Bernalillo County.	R
198	2021	6/30/2023	Bernalillo	Reauth - Acquire Rights of Way and Construct Paseo de Volcan					STBR	\$1,467,600	\$184,525	Project Planning	Reauthorized in 2023 session to extend time through fiscal year 2025. Fiscal agent is the Department of Transportation.	R
199	2021	6/30/2023	San Juan	Reauth - East Aztec Arterial Route Construction					STBR	\$1,190,413	\$1,070,283	Appropriated	Reauthorized in 2023 session to extend time through fiscal year 2025. Federal funds \$7.5 million. Fiscal agent is the City of Aztec.	R
200	2021	6/30/2025	Bern/Sando	Paseo Del Volcan Improvements					STB	\$2,780,000	\$2,780,000	Project Planning	Planning underway. Fiscal agent is Sandoval County.	Y
201	2021	6/30/2025	Bernalillo	Mountain Valley Rd Improve Bernalillo County					STB	\$1,000,000	\$1,000,000	Project Planning	Planning continues with the county working on procuring a contractor to begin work. Fiscal agent is Bernalillo County.	Y
202	2021	6/30/2025	Bernalillo	Paseo Del Norte Blvd NW Expand Albuquerque					STB	\$2,050,000	\$1,985,277	Project Planning	Planning underway with title reports being completed. Fiscal agent is the City of Albuquerque.	Y
203	2021	6/30/2025	Doña Ana	Doña Ana Co Dm Construct					STB	\$3,125,000	\$2,938,044	Project in Design	Design continues with 95 percent of construction designs submitted. Fiscal agent is Dona Ana County.	G
204	2021	6/30/2025	Doña Ana	Sunland Park Rd Improve					STB	\$2,095,000	\$718,610	Project in Construction	Construction underway with project awarded to Nine Degrees. Fiscal agent is Sunland Park.	G
205	2021	6/30/2025	Eddy	Southeast Loop Bypass Rd Phase 2 Construct Eddy Co					STB	\$1,529,000	\$798,248	Project in Construction	Construction continues with closeout documents underway. Fiscal agent is Eddy County.	G
206	2021	6/30/2025	Grant	Little Walnut Rd Improvements Silver City					STB	\$1,000,000	\$0	Project Closed	Appropriation fully expended. Fiscal agent is Silver City.	B

**Capital Outlay Quarterly Report (Attachment A)**

(Appropriations ≥ \$1 million)  
as of March 2023

Row #	Original FY	Reversion Date	County	Project Description	Funding Source	Appropriation Amount	Current Balance	Project Phase	Project Status	Progress Rating
207	2021	6/30/2025	Otero	Riata Rd/Pecos Rd Bridge Construct	STB	\$3,534,481	\$3,439,196	Project in Design	Design complete but pending award for construction. Fiscal agent is Otero County.	G
208	2021	6/30/2025	Otero	Suzy Ann St Bridge Rplc Otero County	STB	\$1,000,000	\$1,000,000	Project in Design	Design underway. Fiscal agent is Otero County.	G
209	2021	6/30/2025	Roosevelt	Kilgore St Improvements Portales	STB	\$1,300,088	\$1,011,902	Project in Construction	No substantive progress reported in the last quarter. Fiscal agent is the City of Portales.	R
210	2021	6/30/2025	San Juan	E Blanco Blvd Improve Bloomfield	STB	\$2,400,000	\$2,400,000	Project Planning	Project is still pending right of way acquisition. Fiscal agent is the City of Bloomfield.	R
211	2021	6/30/2025	Statewide	DOT Vehicle Charging Station Purchase/Install	STB	\$1,230,000	\$427,219	Purchase in Process - Ad/Bid	No substantive progress reported in the last quarter. Additional \$10 million ARPA funding appropriated in 2022 which the department will use for grants to local entities. Fiscal agent is the Department of Transportation.	Y
212	2019	6/30/2023	Dofia Ana	Reauth - Dofia Ana International Jetport Runway	GFR	\$4,000,000	\$1,553,842	Project in Design	No substantive progress reported in the last quarter. Fiscal agent is Dona Ana County.	R
213	2018	6/30/2024	Bernalillo / Sandoval	Reauth - Paseo Del Volcan Construction	STBR	\$1,869,500	\$40,600	Project Planning	Planning continues with right of way acquisition in process. Fiscal agent is Valencia County.	G
214	2018	6/30/2024	San Juan	Reauth - East Aztec Arterial Route Construction	STBR	\$3,525,703	\$3,525,703	Appropriated	Project is at a standstill due to certification issues and funding shortfall. Fiscal agent is the City of Aztec.	R
215	2020	6/30/2024	Valencia	Reauth - Valencia County Railroad Quiet Zones Construction	STBR	\$1,200,000	\$835,545	Project in Design	Design phase continues. Notices of Obligation 2 and 3 issued. Fiscal agent is Valencia County.	G
216	2022	6/30/2026	Bernalillo	Albuquerque Sawmill & Old Town St & Ped Route Improvements	STB	\$10,605,000	\$10,605,000	Grant Agreement Issued	Project is waiting on resolution and signed agreement from city. Fiscal agent is the City of Albuquerque.	Y
217	2022	6/30/2026	Bernalillo	Paseo Del Norte & Unser Blvd Expand	STB	\$1,420,000	\$1,420,000	Grant Agreement Fully Executed	Grant agreement fully executed. City to start project. Fiscal agent is the City of Albuquerque.	G
218	2022	6/30/2026	Dofia Ana	Dofia Ana Co Dofia Ana Flood Control Improve	STB	\$1,475,000	\$1,265,208	Project Planning	Planning underway with property owners for the Datil Channel for easements and maintenance of crossing and arroyo. Fiscal agent is Dona Ana County.	G
219	2022	6/30/2026	Eddy	Cr 6057 US 2857NM Hwy 31 SE Loop Bypass Phases 2 & 3 Construction	STB	\$1,756,150	\$1,756,150	Project in Construction	Construction continues on Phase 2. Phase 3a advertised. Fiscal agent is Eddy County.	G
220	2022	6/30/2026	Lea	Joe Harvey Blvd & N Grimes St Wastewater Construct	STB	\$1,400,000	\$1,400,000	Project in Design	Design underway with Smith Engineering and 90 percent complete. Fiscal agent is the City of Hobbs.	G
221	2022	6/30/2026	Santa Fe	Santa Fe Median Beautification Phase 1 Design	STB	\$1,170,000	\$1,170,000	Appropriated	Bonds not sold due to lack of audit compliance. Fiscal agent is Santa Fe.	R
222	2022	6/30/2026	Taos	DOT Dixon To Penasco Loop 1 Gas Pipeline Construct	STB	\$14,500,000	\$14,500,000	Appropriated	Bonds not sold due to anti-donation concerns. Fiscal agent is Taos County.	R
223	2022	6/30/2026	Taos	Taos Co NM Hwy 518 Loop 2 Gas Pipeline Construct	STB	\$3,000,000	\$3,000,000	Appropriated	Bonds not sold due to anti-donation concerns. Fiscal agent is Taos County.	R
224	2022	6/30/2026	Valencia	Belen Aragon Detention Pond Construct	STB	\$1,900,000	\$1,900,000	Appropriated	Project pending issuance of signed agreement with the City of Belen. The design work is underway using a different funding source and is 60 percent complete.	G



**ACTION PLAN**

Submitted by agency?	Yes
Timeline assigned?	No
Responsibility assigned?	No

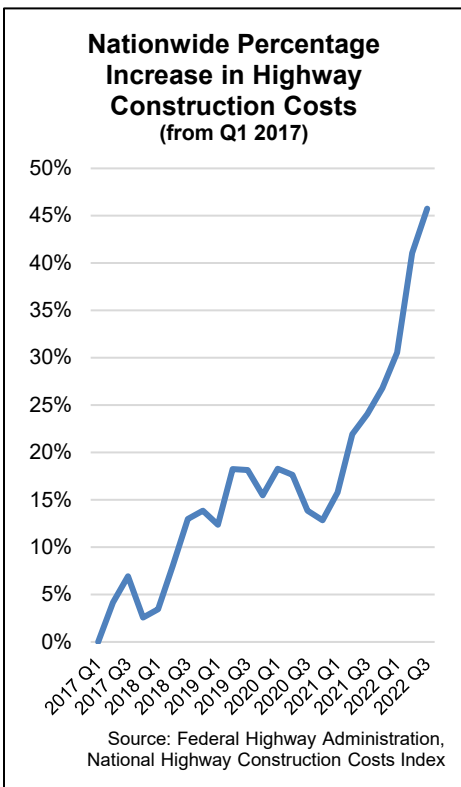
After years of worsening road conditions, the Department of Transportation (NMDOT) reports investments in state roads are improving conditions. In recent years, the Legislature has made significant nonrecurring appropriations for road construction and maintenance, which has improved overall road conditions. Additionally, NMDOT has done well managing projects, generally completing projects on time and on budget. However, the department has experienced price spikes and delays due to supply chain disruptions affecting the broader economy.

**Project Design and Construction**

To judge the performance of the department’s project planning and execution, measures covering the ability of the department to plan and complete projects on time and within budget are tracked. The department has significantly improved its ability to put projects out to bid as scheduled. NMDOT scheduled 10 projects for bid in the third quarter and all 10 projects were put out to bid. NMDOT reports maintaining a project-letting schedule is a key goal of the department; maintaining the schedule allows the contracting community to appropriately plan for upcoming projects.

On-time project completions improved in the third quarter after falling significantly short of target in the first half of the year. The reported 90 percent of on-time projects in the third quarter meets the target level, but the department reports year-to-date totals of 80 percent, which is below target. The rating for this measure was upgraded from red to yellow, recognizing both the improvement and the need for continued monitoring of this measure.

The department reports construction costs have climbed, and while the department has typically been able to minimize cost overruns once a bid had been accepted, the third quarter reports show total costs exceeded bid amounts by \$10.1 million on the 21 projects completed in the third quarter, a variance of 6 percent. NMDOT reports these overruns were due to exceptional reasons, including geotechnical and weather-related issues, which the department does not expect to reoccur in the fourth quarter. Year-to-date, cost overruns reported by the department meet the target of 3 percent.



<b>Budget:</b> \$772,174.5 <b>FTE:</b> 368	<b>FY21 Actual</b>	<b>FY22 Actual</b>	<b>FY23 Target</b>	<b>FY23 Q1</b>	<b>FY23 Q2</b>	<b>FY23 Q3</b>	<b>Rating</b>
Percent of projects let to bid as scheduled.	77%	98%	75%	92%	100%	100%	<b>G</b>
Projects completed according to schedule	94%	89%	90%	75%	75%	90%	<b>Y</b>
Final cost-over-bid amount on highway construction projects	-0.2%	1%	3%	-0.6%	2.9%	6.0%	<b>Y</b>
<b>Program Rating</b>	<b>G</b>	<b>G</b>		<b>G</b>	<b>G</b>		<b>Y</b>

**Highway Operations**

While maintenance activity typically falls in the second and third quarters, year-to-date performance suggests the department could fall short of the targeted 3,500 miles of pavement preserved in FY23, although the department is working to meet the target by preserving an above-average number miles in the fourth quarter. Maintenance activity was limited in the summer and fall of 2022 as maintenance crews and other NMDOT staff were diverted to support the state’s response to several large forest fires. Overall,

# PERFORMANCE REPORT CARD

Department of Transportation  
Third Quarter, Fiscal Year 2023

the number of bridges rated in poor condition remains below target; in future years, the department will have access to additional federal and state funds to remediate the 4 percent of bridges currently listed in poor condition.

Despite the shortfall in pavement miles preserved, strong overall performance for road conditions in the most recent road condition survey allows the program to retain its overall green rating. However, the department should be concerned by an influx of vehicle damage claims received by the General Services Department. The departments should work together to identify roads in need of maintenance because of vehicle damage. Additionally, the Legislature and DFA should consider adding a performance measure for vehicle damage claims to future performance reports.

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
<b>Budget:</b> \$308,722.2 <b>FTE:</b> 1,859.7							
Statewide pavement miles preserved	3,852	4,373	3,500	907	983	264	<span style="background-color: yellow; border-radius: 50%; padding: 2px;">Y</span>
Bridges in fair condition or better, based on deck area	96%	90%	95%	96%	96%	96%	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>
<b>Program Rating</b>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>		<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>		<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>

NMDOT assesses all New Mexico roads each calendar year using a pavement condition rating (PCR) score to measure roadway conditions. For calendar year 2021, road condition data shows significant improvement in New Mexico's roadways, which reflects the significant additional resources appropriated by the Legislature for road maintenance activities.

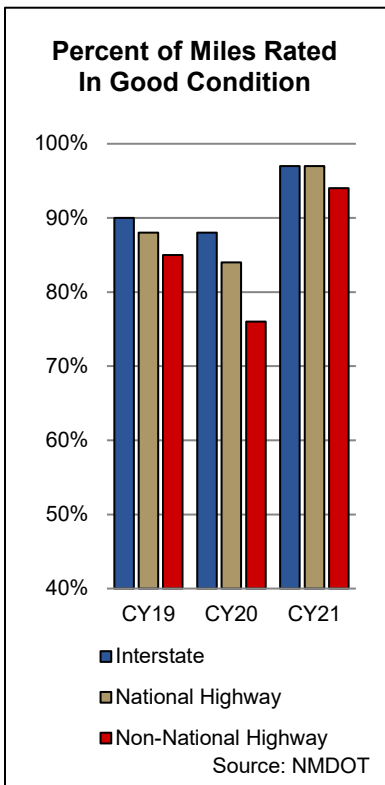
A PCR score of 45 or less indicates a road in poor condition. In 2021, the average PCR score for the state was 72.1, up from the average 2020 score of 54.9 and average score of 57.4. The number of lane miles with a rating of below 45 fell by nearly 80 percent, from 6,805 in 2020 to 1,451 in 2021.

	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Target	2021 Actual	Rating
<b>2021 Road Condition Survey</b>							
Interstate miles rated fair or better	93%	95%	90%	88%	>90%	97%	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>
National highway system miles rated fair or better	89%	97%	88%	84%	>86%	97%	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>
Non-national highway system miles rated fair or better	79%	84%	85%	76%	>75%	95%	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>
Lane miles in poor condition	4,606	3,783	4,420	6,805	<5,425	1,451	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>
<b>Program Rating</b>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>	<span style="background-color: yellow; border-radius: 50%; padding: 2px;">Y</span>	<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>		<span style="background-color: green; border-radius: 50%; padding: 2px;">G</span>

## Modal

The department's Modal Program is responsible for traffic safety initiatives, transit programs, and the Aviation Division. NMDOT's reported traffic fatalities reflect a broader nationwide trend of increased traffic fatalities, with federal data indicating more traffic fatalities in 2021 than in any year since 2005. New Mexico's traffic fatalities have been above targets, although the department has reported fewer alcohol-related fatalities.

A temporary reduction in fares for the New Mexico Rail Runner has helped boost ridership, but the train continues to struggle with ridership well below



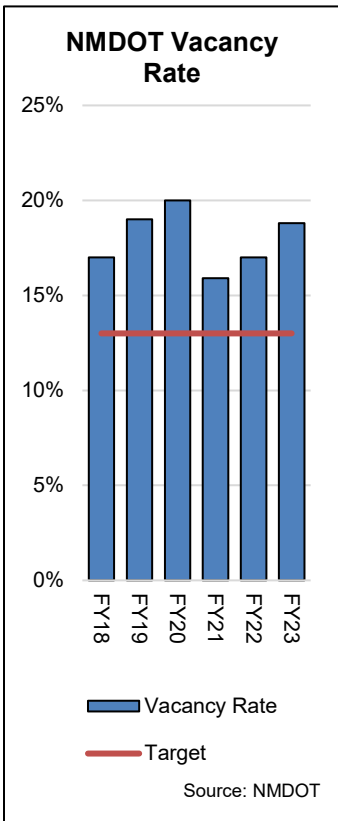
## Special Transportation Appropriations

### GAA of 2023

for regional airports	\$55,000,000
for state roads, MIPS	\$232,000,000
for wildlife corridors	\$5,000,000
for ports of entry*	\$7,000,000
<b>Total</b>	<b>\$299,000,000.00</b>

\*The appropriations for ports of entry is from the weight distance tax identification permit fund.

prepandemic ridership levels. Additionally, the department’s “park and ride” service is not on track to meet its target in FY23.



	Budget: \$75,605.0	FTE: 126	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
Traffic fatalities			411	464	<400	139	118	90	R
Alcohol-related traffic fatalities			113	72	<150	35	23	14	G
Non-alcohol-related traffic fatalities			298	392	<250	104	95	76	R
Occupants not wearing seatbelts in traffic fatalities			171	193	<140	59	45	30	R
Pedestrian fatalities			76	100	<85	19	33	27	R
Riders on park and ride, in thousands			53.6	100.4	235	36.5	31.5	35.3	R
Riders on the rail runner, in thousands*			40.9	317.2	N/A	137.5	127.9	133.4	R
<b>Program Rating</b>			<b>R</b>	<b>R</b>		<b>R</b>	<b>R</b>		<b>R</b>

\*Measure is classified as explanatory and does not have a target.

### Program Support

NMDOT reports departmental safety initiatives are reducing workplace injuries and the department is on track to beat targets, as well as to reduce the number of injuries from the prior year. Of the 27 employee injuries year to date, only four occurred in a work zone, a significant improvement from FY22 and FY21. While the department’s current vacancy rate is well above target, it remains below overall state vacancy rates.

	Budget: \$48,544.5	FTE: 252.8	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
Vacancy rate in all programs			15.9%	17%	13%	18.8%	19.3%	19.8%	Y
Employee injuries			35	59	90	10	7	10	G
Percent of invoices paid within 30 days			93%	93%	90%	94%	92%	91%	G
Employee injuries occurring in work zones			11	17	35	1	1	2	G
<b>Program Rating</b>			<b>G</b>	<b>G</b>		<b>G</b>	<b>G</b>		<b>G</b>

\*Measure is classified as explanatory and does not have a target.