

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

The department has significantly improved its ability to put projects out to bid as scheduled. NMDOT scheduled 40 projects for bid and 39 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.

While the department failed to meet the annual performance target for on-time project completions, performance improved in the third and fourth quarter after falling significantly short of the target in the first half of the year. In the first half of the year, the department reported 75 percent of projects were completed on time, well below the target of 90 percent. However, the department met the target in the last half of the year, with 90 percent in the third quarter and 100 percent in the fourth quarter. NMDOT notes maintenance crews and other staff were diverted to emergency responses to wildfire and flood activity in summer 2022, which contributed to delays in project completion. Because of this, the program maintains an overall green rating.

The department reports construction costs have climbed, but the department has typically been able to minimize cost overruns once a bid had been accepted. NMDOT reports costs exceeded bid amounts by \$10.1 million on the 21 projects completed in the third quarter, a variance of 2 percent. National data suggests construction cost increases are beginning to moderate, but the department expects costs to settle in well above pre-pandemic levels, making it more difficult for the department to maintain the current road network.

**Budget:** \$772,174.5    **FTE:** 368

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Actual	Rating
Percent of projects let to bid as scheduled.	77%	98%	75%	98%	<b>G</b>
Projects completed according to schedule	94%	89%	90%	85%	<b>R</b>
Final cost-over-bid amount on highway construction projects	-0.2%	1%	3%	2%	<b>G</b>
<b>Program Rating</b>	<b>G</b>	<b>G</b>			<b>G</b>

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

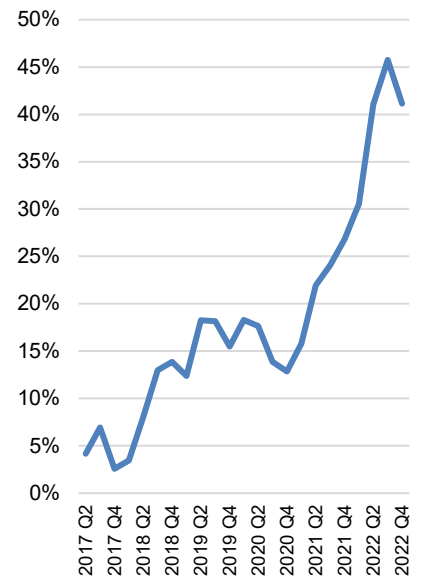
### Highway Operations

Road maintenance projects undertaken by the department highway operations program were limited in summer 2022 due to the department's emergency

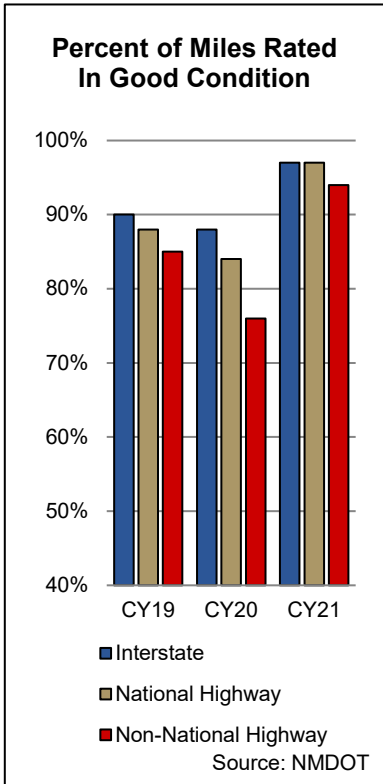
### ACTION PLAN

Submitted by agency?	Yes
Timeline assigned?	Yes
Responsibility assigned?	Yes

**Nationwide Percentage Increase in Highway Construction Costs (from Q1 2017)**



Source: Federal Highway Administration, National Highway Construction Costs Index



response to wildfire and floods, leading to a narrow miss of the program’s performance target for road preservation. Strong fourth quarter performance—the department typically preserves about 1,100 miles of pavement in the fourth quarter and in FY23 the department preserved 1,236 miles—was unable to overcome shortfalls earlier in the year. Overall, 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.

**Budget:** \$308,722.2    **FTE:** 1,859.7

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Actual	Rating
Statewide pavement miles preserved	3,852	4,373	3,500	3,390	Y
Bridges in fair condition or better, based on deck area	96%	90%	95%	96%	G
<b>Program Rating</b>	<b>G</b>	<b>G</b>			<b>G</b>

NMDOT assesses all New Mexico roads each calendar year using a pavement condition rating (PCR) score to measure roadway conditions. For calendar year 2022, road condition data shows improvement from 2020, although slightly lower than in 2021. Recently, federal and state governments have provided additional resources for road construction and maintenance activities.

A PCR score of 45 or less indicates a road in poor condition. In 2022, the average PCR score for the state was 65.9, down from 72.1 in 2021 but up from the 2020 score of 54.9.

	2019 Actual	2020 Actual	2021 Actual	2022 Target	2022 Actual	Rating
<b>2022 Road Condition Survey</b>						
Interstate miles rated fair or better	90%	88%	97%	>91%	92%	G
National highway system miles rated fair or better	88%	84%	97%	>86%	90%	G
Non-national highway system miles rated fair or better	85%	76%	95%	>65%	95%	G
Lane miles in poor condition	4,420	6,805	1,451	<6,500	2,824	G
<b>Program Rating</b>	<b>G</b>	<b>Y</b>	<b>G</b>			<b>G</b>

**Modal**

NMDOT’s modal program, which is responsible for traffic safety initiatives, aviation, and transit programs, reported traffic fatalities that reflect a broader nationwide trend. Federal data shows traffic fatalities in calendar year 2022 fell slightly from 2021 totals, which were record high levels. Overall fatalities fell by about 4 percent in FY23. The National Highway Traffic Safety Administration reports a decline of 0.3 percent nationally in calendar year 2022, although the region including New Mexico saw an overall decline of 4 percent. Experts point to the need to adopt a “safe systems approach” matching traffic law enforcement with safe roadway design to limit the number of fatalities.

Budget: \$75,605.0 FTE: 126

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Actual	Rating
Traffic fatalities	411	464	<400	444	R
Alcohol-related traffic fatalities	113	72	<150	119	G
Non-alcohol-related traffic fatalities	298	392	<250	325	R
Occupants not wearing seatbelts in traffic fatalities	171	193	<140	174	R
Pedestrian fatalities	76	100	<85	93	R
Riders on park and ride, in thousands	53.6	100.4	235	142.1	R
Riders on the rail runner, in thousands*	40.9	317.2		544.1	
<b>Program Rating</b>	<b>R</b>	<b>R</b>			<b>R</b>

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**Program**

NMDOT reports departmental safety initiatives are reducing workplace injuries, which fell both below the performance target and below the level from FY21. Of the 31 employee injuries, only four occurred in a work zone, a significant improvement from FY22 and FY21. As with many other areas of state government the department maintains a high vacancy rate, with the rate increasing from 17 percent to 20 percent. The department is undertaking several employee recruitment and retention strategies to lower the vacancy rate.

Budget: \$48,544.5 FTE: 252.8

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Actual	Rating
Vacancy rate in all programs*	15.9%	17%		20%	R
Employee injuries	35	59	90	31	G
Percent of invoices paid within 30 days	93%	93%	90%	92%	G
<b>Program Rating</b>	<b>G</b>	<b>G</b>			<b>G</b>

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