

July 2024 Road Fund Forecast

NMDOT State Revenue Sources - Fiscal Years 2013 thru 2029

| Table 1 | Α | В | С | D | E | F | G | н | 1 | J | K | L | M | N | 0 | P | (P-N) | (P-N/N) | Q | R | S |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|---------|----------|---------|----------|-----------|---------|----------|----------|-----------------|
| | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY | 24 | FY | 25 | FY26 | FY25 to | FY26 | FY27 | FY28 | FY29 |
| (Dollars in thousands) | | | | | | | | | | | | Jan-23 | Jul-24 | Jan-24 | Jul-24 | Jul-24 | Budget (| Growth | Jul-24 | Jul-24 | Jul-24 |
| | | | | | | | | | | | | Leg. Bud | Revenue | Leg. Bud | | Bud. Req | | | Long Run | Long Run | Long Run |
| | Actual | Estimate | Update | Estimate | Update | Estimate | \$ Change | % Diff | Estimate | Estimate | <u>Estimate</u> |
| Road Fund: | l | | | | | | | | | | | | | | | | | | | | |
| Road Fund Ordinary Revenue: | | | | | | | | | | | | | | | | | | | | | |
| 1 Gasoline Tax | 111,795 | 107,998 | 110,672 | 110,892 | 113,022 | 116,147 | | 111,778 | 116,278 | | 115,864 | 115,000 | 111,410 | 114,700 | 111,070 | 112,490 | (2,210) | -1.9% | 113,300 | 112,310 | 111,130 |
| 2 Special Fuel Tax | 92,563 | 92,923 | 97,566 | 97,341 | 100,066 | 108,141 | 113,383 | | 122,092 | | 133,477 | | 129,150 | 134,900 | 130,900 | 133,450 | (1,450) | -1.1% | 134,700 | 136,250 | 137,250 |
| 3 Weight/Distance | 73,489 | 75,367 | 79,985 | 82,990 | 84,008 | 86,278 | 94,016 | 92,251 | 99,685 | 105,312 | 105,661 | | 104,990 | 108,700 | 110,110 | 112,080 | 3,380 | 3.1% | 114,570 | 117,320 | 120,010 |
| 4 Vehicle Registration | 74,135 | 76,218 | 75,455 | 80,774 | 79,232 | 80,204 | 82,453 | 79,312 | 84,863 | 84,632 | 87,485 | 85,900 | 87,230 | 87,100 | 87,850 | 89,800 | 2,700 | 3.1% | 91,450 | 92,390 | 93,290 |
| 5 Trip Tax | 5,045 | 4,666 | 5,232 | 5,973 | 5,951 | 6,124 | 6,758 | 6,227 | 8,044 | 9,480 | 8,215 | 8,420 | 7,790 | 8,440 | 7,110 | 7,300 | (1,140) | -13.5% | 7,430 | 7,480 | 7,390 |
| 6 Driver's License | 4,227 | 4,193 | 4,158 | 3,841 | 3,816 | 4,191 | 4,117 | 4,028 | 4,629 | 4,571 | 4,388 | 4,620 | 4,420 | 4,270 | 4,420 | 4,440 | 170 | 4.0% | 4,460 | 4,470 | 4,490 |
| 7 Oversize/Overweight | 4,805 | 5,026 | 5,229 | 4,997 | 5,104 | 6,412 | 7,225 | 7,173 | 7,028 | 7,249 | 7,422 | 7,500 | 8,100 | 7,230 | 8,000 | 7,600 | 370 | 5.1% | 7,400 | 7,200 | 7,000 |
| 8 Public Regulatory Commission Fees (UCR) | 3,191 | 2,009 | 3,362 | 3,403 | 3,291 | 3,359 | 5,891 | 2,933 | 3,686 | 3,364 | 3,329 | 3,300 | 3,360 | 3,300 | 3,300 | 3,300 | - | 0.0% | 3,300 | 3,300 | 3,300 |
| 9 MVD Miscellaneous | 3,100 | 3,302 | 3,509 | 5,426 | 5,260 | 6,322 | 6,407 | 5,510 | 4,571 | 5,424 | 6,016 | 6,200 | 5,860 | 5,140 | 5,800 | 5,800 | 660 | 12.8% | 5,800 | 5,800 | 5,800 |
| 10 Vehicle Transaction | 1,163 | 1,200 | 1,173 | 1,298 | 1,158 | 1,153 | 1,148 | 1,003 | 1,123 | 1,101 | 1,081 | 1,110 | 1,100 | 1,110 | 1,100 | 1,110 | - | 0.0% | 1,110 | 1,120 | 1,120 |
| 11 Motor Vehicle Excise Tax* | 0 | 0 | 0 | 0 | 0 | 0 | 6,562 | 5,934 | 7,489 | 56,492 | 60,355 | 60,080 | 61,250 | 61,250 | 59,990 | 60,000 | (1,250) | -2.0% | 61,730 | 63,690 | 65,680 |
| 12 Subtotal Ordinary Income | 373,513 | 372,902 | 386,340 | 396,935 | 400,910 | 418,330 | 445,325 | 434,428 | 459,488 | 529,294 | 533,293 | 536,030 | 524,660 | 536,140 | 529,650 | 537,370 | 1,230 | 0.2% | 545,250 | 551,330 | 556,460 |
| | l | | | | | | | | | | | | | | | | | | | | |
| Road Fund Extraordinary Income: | | | | | | | | | | | | | | | | | | | | | |
| 13 All Other (Reimbursements, Asset Sales, etc.) | 10,354 | 6,493 | 12,365 | 5,442 | 5,594 | 6,094 | 8,651 | 8,493 | 3,844 | 11,269 | 3,990 | 6,500 | 6,200 | 3,627 | 6,200 | 5,700 | 2,073 | 57.2% | 5,200 | 5,500 | 5,800 |
| 14 Rail Runner Track Maintenance Fees | 2,014 | 1,782 | 2,143 | 3,031 | 4,989 | 4,202 | 2,938 | 3,229 | 4,506 | 5,187 | 4,213 | 4,000 | 4,000 | 4,230 | 4,200 | 4,400 | 170 | 4.0% | 4,400 | 4,200 | 4,200 |
| 15 Road Fund Interest | 209 | 80 | 39 | 133 | 310 | 1,037 | 4,222 | 6,316 | 345 | 522 | 8,562 | 2,000 | 12,700 | 6,170 | 12,000 | 9,040 | 2,870 | 46.5% | 5,990 | 5,760 | 5,990 |
| 16 EV Charging | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 17 | - | 23 | 23 | - | | 23 | 23 | 23 |
| 17 Subtotal Extraordinary Income | 12,576 | 8,355 | 14,547 | 8,607 | 10,893 | 11,333 | 15,811 | 18,037 | 8,694 | 16,978 | 16,765 | 12,500 | 22,917 | 14,027 | 22,423 | 19,163 | 5,136 | 36.6% | 15,613 | 15,483 | 16,013 |
| 18 TOTAL (Recurring) ROAD FUND | 386,089 | 381,257 | 400,887 | 405,542 | 411,803 | 429,663 | 461,136 | 452,465 | 468,182 | 546,272 | 550,058 | 548,530 | 547,577 | 550,167 | 552,073 | 556,533 | 6,366 | 1.2% | 560,863 | 566,813 | 572,473 |
| 19 WIPP Settlement (Nonrecurring) | l | | | 7,200 | - | 26,800 | - | - | | - | | - | | - | - | | - | | - | - | - |
| 20 Motor Vehicle Excise Tax to D2 (1% point) in FY20-2 | | | | - | - | - | - | 47,591 | 60,202 | sunset | sunset | sunset | sunset | sunset | sunset | sunset | - | | sunset | sunset | sunset |
| 21 TOTAL ROAD FUND | 386,089 | 381,257 | 400,887 | 412,742 | 411,803 | 456,463 | 461,136 | 500,056 | 528,384 | 546,272 | 550,058 | 548,530 | 547,577 | 550,167 | 552,073 | 556,533 | 6,366 | 1.2% | 560,863 | 566,813 | 572,473 |

0.12% points till FY21; 0.87% points in FY22 and thereafter

- This July 2024 forecast is one of two annual forecasts of NMDOT revenues. Another update will be released next January before the FY 26 budget is set
- This update increases FY 25 Road Fund recurring revenue expectations (line 18) by 0.6% or \$3.5 million from the January 2024 legislative budget estimate. This increase is mainly driven by strong road fund interest revenue despite weaker gasoline, special fuel, weight distance and vehicle registration revenue.
- FY 26 Road Fund Recurring revenues are now estimated at \$557 million, which represents a 1.2% or \$6.4 million increase from the FY 25 budget.
- Increases in vehicle registration, weight distance tax, and road fund interest drove the increase in revenues in FY25. The growth in revenue was offset by weaker gasoline, special fuel and motor vehicle excise taxes. Uncertainty and volatility continue to dominate the economic environment and growth can still be negatively impacted by the risk of recession, steps taken by the Federal Reserve Bank to reduce inflation and the upcoming presidential election.
 - Gasoline tax revenue is expected to be depressed in FY 24 through FY 26 with a slight recovery in FY 27 before beginning a slow but steady decline from \$113 million as increased fuel efficiency from newer vehicles and electric vehicle adoption take its toll on fuel demand.
 - Special fuel, weight distance and trip tax revenues have been negatively impacted by the transition to a more balanced consumption between goods and services, the establishment of new distribution centers in NM and increased fuel efficiency. Special fuel, weight distance and trip tax revenues are expected to see growth in FY 27 and thereafter.
 - Motor vehicle excise tax revenue is expected to remain relatively flat through FY 25 and 26 and show growth thereafter as interest rates on automobile loans begin to decline.
- In FY 24 there were 1,027 unique drivers using the EV charging stations at NMDOT facilities. Usage has grown steadily from 5 unique drivers in August 2023 to 182 in June 2024.
- The Weight Distance Identification Permit Fund should have total revenues of \$9.25 million in FY 24. In FY 25 through FY 29 the fund should average total revenues of \$9.29 million.

July 2024 Road Fund Forecast

NMDOT State Revenue Sources - Fiscal Years 2013 thru 2029

| Table 2 | A | В | С | D | E | F | G | н | 1 | J | K | L | M | N | 0 | P | (P-N) | (P-N/N) | Q | R | s |
|---|----------------|--------------|--------------|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|----------|--------------|--------------|---------------|----------------|----------|----------|----------|
| | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY | 24 | FY2 | 25 | FY26 | FY25 to | FY26 | FY27 | FY28 | FY29 |
| (Dollars in thousands) | | | | | | | | | | | | Jan-23 | Jul-24 | Jan-24 | Jul-24 | Jul-24 | Budget G | - dimension | Jul-24 | Jul-24 | Jul-24 |
| | | | | | | | | | | | | Leg. Bud | Revenue | Leg. Bud | Revenue | Bud. Req | Budget | HOWEN | Long Run | Long Run | Long Run |
| | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Estimate | Update | Estimate | Update | Estimate | \$ Change | % Diff | Estimate | Estimate | Estimate |
| Other Funds: | | | | | | | | | | | | | | | | | | | | | |
| Highway Infrastructure Fund: | | | | | | | | | | | | | | | | | | | | | |
| 22 Leased Vehicle Gross Receipts | 5,214 | 5,889 | 5,773 | 5,949 | 5,964 | 6,220 | 6,760 | 5,345 | 4,118 | 7,114 | 7,599 | 7,550 | 7,610 | 8,450 | 7,640 | 7,970 | (480) | -5.7% | 8,030 | 8,030 | 8,080 |
| 23 Tire Recycling Fees | 1,807 | 1,836 | 1,810 | 1,943 | 1,868 | 1,878 | 1,910 | 1,849 | 1,995 | 1,932 | 1,969 | 1,930 | 1,930 | 2,000 | 1,930 | 1,940 | (60) | -3.0% | 1,940 | 1,950 | 1,950 |
| 24 Highway Infrastructure Fund Interest | 25 | 7 | 6 | 13 | 11 | 13 | 74 | 94 | 4 | 7 | 241 | 35 | 420 | 170 | 340 | 260 | 90 | 52.9% | 170 | 165 | 170 |
| 25 Total Highway Infrastructure Fund | 7,047 | 7,732 | 7,589 | 7,905 | 7,842 | 8,111 | 8,744 | 7,288 | 6,117 | 9,053 | 9,809 | 9,515 | 9,960 | 10,620 | 9,910 | 10,170 | (450) | -4.2% | 10,140 | 10,145 | 10,200 |
| 26 Total State Infrastructure Bank | 45 | 15 | 17 | 45 | 105 | 177 | 527 | 328 | 15 | 22 | 253 | 50 | 430 | 180 | 360 | 270 | 90 | 50.0% | 180 | 175 | 180 |
| | | | | | | | | | | | | | | | | | | | | | |
| Local Governments Road Fund: | | | | | | 200 | 702 | 000 | | | | | | | | | 250 | 20.50 | 500 | | 500 |
| 27 Local Governments Road Fund Interest | 46 | 15 | 19 | 50 | 115 | 208 | 782 | 908 | 47 | 71 | 836 | 175 | 1,400 | 650 | 1,200 | 900 | 250 | 38.5% | 600 | 575 | 600 |
| 28 Special Fuel | 9,709 | 9,753 | 10,218 | 10,185 | 10,478 | 11,301 | 11,830 | 12,341 | 12,749 | 14,270 | 13,879 | 14,240 | 13,530 | 14,120 | 13,490 | 13,660 | (460) | -3.3% | 13,800 | 14,080 | 14,180 |
| 29 PPL Fee | 6,926 | 6,768 | 6,986 | 7,000 | 7,165 | 7,485 | | 7,561 | 7,788 | 7,943 | 7,978 | 7,940 | 7,630 | 7,900 | 7,660 | 7,770 | (130) | -1.6% | 7,840 | 7,830 | 7,810 |
| 30 DWI reinstatement fees & ID cards | 929 | 896 | 896 | 919 | 783 | 787 | 795 | 727 | 747 | 845 | 799 | 835 | 770 | 760 | 780 | 790 | 30 | 3.9% | 800 | 800 | 800 |
| 31 Gasoline Tax (MAP) | 2,195 | 2,123 | 2,174 | 2,178 | 2,218 | 2,277 | 2,300 | 2,195 | 2,280 | 2,252 | 2,272 | 2,268 | 2,190 | 2,250 | 2,180 | 2,210 | (40) | -1.8% | 2,220 | 2,205 | 2,190 |
| 32 Leased Vehicle Gross Receipts | 1,738 | 1,963 | 1,924 | 1,983 | 1,988 | 2,073 | 2,253 | 1,782 | 1,373 | 2,371 | 2,533 | 2,520 | 2,540 | 2,820 | 2,550 | 2,660 | (160) | -5.7% | 2,680 | 2,680 | 2,690 |
| 33 Total Local Governments Road Fund | 21,543 | 21,518 | 22,217 | 22,314 | 22,748 | 24,130 | 25,611 | 25,514 | 24,984 | 27,752 | 28,297 | 27,978 | 28,060 | 28,500 | 27,860 | 27,990 | (510) | -1.8% | 27,940 | 28,170 | 28,270 |
| Transportation Project Fund: | | | | | | | | | | | | | | | | | | | | | |
| 34 Motor Vehicle Excise Tax (0.75% points)** | | | | | | | | | | 48,411 | 51,768 | 51,540 | 52,540 | 52,540 | 51,460 | 51,470 | (1,070) | -2.0% | 52,950 | 54,630 | 56,330 |
| 35 Transportation Project Fund Interest | | | | | | | | | | 18 | 1,245 | - | 2,495 | 0 | 1,990 | 1,500 | 1,500 | | 990 | 955 | 990 |
| 36 Total Transportation Project Fund: | | | | | | | | | | 48,429 | 53,013 | 51,540 | 55,035 | 52,540 | 53,450 | 52,970 | 430 | 0.8% | 53,940 | 55,585 | 57,320 |
| Aviation Fund: | | | | | | | | | | | | | | | | | | | | | |
| 37 Gasoline Taxes (Aviation) | 395 | 383 | 392 | 393 | 400 | 411 | 415 | 396 | 412 | 407 | 410 | 410 | 395 | 410 | 390 | 400 | (10) | -2.4% | 400 | 400 | 395 |
| 38 Jet Fuel GRT | 1,952 | 1,542 | 1,243 | 661 | 639 | 1,042 | 1,002 | 690 | 195 | 2,565 | 2,932 | 1,000 | 2,800 | 3,400 | 2,900 | 2,700 | (700) | -20.6% | 2,600 | 2,600 | 2,700 |
| 39 Aircraft License Fees | 60 | 69 | 48 | 64 | 50 | 52 | 56 | 54 | 50 | 38 | 34 | 40 | 30 | 30 | 30 | 30 | - | 0.0% | 30 | 30 | 30 |
| 40 0.046% General Fund GRT (Air Service) | 0 | 1,106 | 1,009 | 931 | 951 | 1,103 | 1,284 | 1,430 | 1,374 | 1,651 | 1,854 | 1,770 | 1,870 | 1,800 | 1,910 | 1,960 | 160 | 8.9% | 2,020 | 2,080 | 2,080 |
| 41 General Fund (2007 Enhancement) | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 6,000 | 6,000 | 6,000 | 6,000 | - | 0.0% | 6,000 | 6,000 | 6,000 |
| 42 Aviation Fund Interest Earnings | 36 | 12 | 14 | 31 | 56 | 98 | 409 | 493 | 19 | 27 | 356 | 70 | 650 | 280 | 505 | 380 | 100 | 35.7% | 250 | 245 | 250 |
| 43 Total Aviation Fund Income | 5,443 | 6,112 | 5,707 | 5,080 | 5,097 | 5,706 | 6,166 | 6,063 | 5,049 | 7,688 | 8,586 | 6,290 | 11,745 | 11,920 | 11,735 | 11,470 | (450) | -3.8% | 11,300 | 11,355 | 11,455 |
| Transportation Fund: | | | | | | | | | | | | | | | | | | | | | |
| 44 Motorcycle Training Fund (Fund 20600) | 135 | 133 | 135 | 133 | 114 | 127 | 123 | 115 | 124 | 120 | 116 | 125 | 380 | 420 | 380 | 380 | (40) | -9.5% | 380 | 380 | 380 |
| 45 Motorcycle Training Fund Interest (Fund 20600) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | - | 4 | 1 | 2 | 1 | - | 0.0% | 1 | 1 | 1 |
| 46 Driver Improvement Fees (Fund 10020) | 319 | 271 | 274 | 256 | 226 | 243 | 222 | 182 | 189 | 193 | 152 | 170 | 135 | 140 | 140 | 145 | 5 | 3.6% | 145 | 150 | 150 |
| 47 DWI Prevention (Fund 20700) | 513 | 517 | 487 | 472 | 421 | 434 | 446 | 368 | 426 | 434 | 413 | 410 | 425 | 425 | 425 | 430 | 5 | 1.2% | 430 | 430 | 430 |
| 48 Traffic Safety Fees (Fund 20800) | 390 | 526 | 404 | 1,090 | 632 | 640 | 601 | 460 | 401 | 434 | 415 | 430 | 340 | - | - | - 1 | - | | - | - | - |
| 49 Traffic Safety Fees Interest (Fund 20800) | 2 | 1 | 0 | 2 | 7 | 11 | 51 | 62 | 2 | 3 | 40 | 5 | 70 | - | - | - | - | | - | - | - |
| 50 Community DWI Prevention Fee (Fund 20800) | 789 | 363 | 426 | 513 | 375 | 363 | 360 | 337 | 328 | 300 | 295 | 320 | 290 | - | - | | - | | - | - | - |
| 51 Red Light Fees (from AOC) (Fund 20800) | 153 | 158 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | | - | - | - |
| 52 Traffic Safety - Interlock Device (Fund 82600) | 1,054 3,356 | 810 2,779 | 777 2,611 | 755 3,221 | 704 2,480 | 415 2,233 | 426 2,228 | 352 1,878 | 418 1,889 | 414 1,898 | 394 1,826 | 400 | 350 1,994 | 405 | 350 1.297 | 355 1,311 | (50) | -12.3% | 355 | 360 | 360 |
| 53 Total Transportation Fund Income 54 TOTAL Restricted Funds Revenue | 37,434 | 38,156 | 38,141 | 38,564 | 38,271 | 40,357 | 43,276 | 41,071 | 38,056 | 94,842 | 101,784 | 1,860 97,233 | 107,224 | 1,391 | 104,612 | 104,181 | (80) (970) | -5.8% -0.9% | 1,311 | 1,321 | 1,321 |
| 55 TOTAL (Recurring) NMDOT Revenue | | 419,413 | 439,028 | 444,106 | 450,074 | | 504,412 | 493,536 | 506,238 | 641,114 | 651,842 | 645,763 | 654,801 | 655,318 | 656,685 | 660,714 | 5,396 | 0.8% | 665,674 | 673,564 | 681,219 |
| 56 WIPP Settlement (Nonrecurring) | .20,023 | , | 133,020 | 7,200 | | 26,800 | | - | | - | - | - | 134,001 | | -50,003 | 500,124 | - | 0.070 | 303,014 | 373,304 | - |
| 57 Motor Vehicle Excise Tax to D2 (1% point) | | | | -,200 | | - | | 47,591 | 60,202 | sunset | sunset | sunset | sunset | sunset | sunset | sunset | _ | | sunset | sunset | sunset |
| 58 TOTAL NMDOT STATE REVENUES | 423.523 | 419.413 | 439.028 | 451,306 | 450.074 | 496.820 | 504.412 | _ | | 641,114 | 651,842 | | | 655,318 | 656,685 | | 5.396 | 0.8% | 665,674 | 673,564 | 681,219 |
| | ,525 | , | , | | | .50,020 | | , | | | 302,042 | 343,733 | 75 1,001 | 333,510 | 300,003 | 300,724 | 0,000 | 0.070 | 303,074 | 3,3,304 | 302,223 |

**SB 20 (2021) transferred the Motor Vehicle Excise distribution from the LGRF to the Transportation Project Fund

- Overall NMDOT state funds are forecast at \$661 million in FY 26, representing an increase of 0.8% or \$5.4 million from the FY 25 budget.
- The Highway Infrastructure, Local Governments Road and Aviation Funds will remain relatively flat throughout the forecast horizon. The Transportation Project Fund will remain flat in FY 25 before shrinking in FY 26. The Transportation Fund will drop in FY 25, grow in FY26 and remain relatively flat thereafter; due to the elimination of several traffic safety fees. 2023 HB-139 eliminated the Penalty Assessment Add-On Fees, including the Traffic Safety Fee -- Laws 2023, Chapter 184.

July 2024 Road Fund Forecast

| Distribution of Stat | e Road User Revenues | | / 2024 F Millions) | orecas | st | % of total (FY 2024) |
|---|--|---------------|-----------------------|---------------|---------------|----------------------|
| | | | | | | |
| | → 5.76% to County Government Road Fund | 2023 9.1 | 2024 8.8 | 2025 8.7 | 8.8 | Road Fund |
| | 0.13% to Motorboat Fuel Tax Fund | 0.2 | 0.2 | 0.2 | 0.2 | |
| Gasoline Tax | → 0.26% to State Aviation Fund | 0.4 | 0.4 | 0.4 | 0.4 | |
| (17.0 cents / gallon) | → 10.38% to Municipalities and Counties → 76.27% to State Road Fund - (~13 cents per gallon) | 16.4 115.9 | 15.8 111.4 | 15.7 111.1 | 15.9 112.5 | 20.3% |
| (17.0 cents / gallon) | 70.27% to State Road rule - (~15 tents per ganon) 5.76% to Municipalities | 9.1 | 8.8 | 8.7 | 8.8 | 20.3% |
| | → 1.44% to Municipal Arterial Program (MAP - Local Governments Road Fund) | 2.3 | 2.2 | 2.2 | 2.2 | |
| Special Fuel (Diesel) Tax | 90.48% to State Road Fund - (19 cents per gallon) | 133.5 | 129.2 | 130.9 | 133.5 | <u>23.5%</u> |
| (21.0 cents/gallon effective 7/1/2004) | 9.52% to Local Governments Road Fund | 13.9 | 13.5 | | 13.7 | |
| Petroleum Products Loading Fee | → = 26.67% to Local Governments Road Fund | 8.0 | 7.6 | 7.7 | 7.8 | |
| (1.875 cents/gallon) | → = 73.33% to Corrective Action Fund (NM Environment Department) | 21.9 | 21.0 | | 21.4 | |
| Weight Distance Tax (1¢-4¢/mile) | → = 100% to State Road Fund | 105.7 | 105.0 | 110.1 | 112.1 | <u>19.1%</u> |
| Trip Tax (7¢-16¢/mile) | → = 100% to State Road Fund | 8.2 | 7.8 | 7.1 | 7.3 | 1.4% |
| Oversize / Overweight Fees | → = 100% to State Road Fund | 7.4 | 8.1 | 8.0 | 7.6 | <u>1.5%</u> |
| Motor Trans. Regulatory Fees | + = 100% to State Road Fund | 3.3 | 3.4 | 3.3 | 3.3 | <u>0.6%</u> |
| | → = 50 cents on Each Registration to Beautification Fund | | | | | |
| | → = \$7.00 of each Motorcycle Registration to Motorcycle Training Fund → = \$2.00 of each Motorcycle Registration to the Taxation & Revenue Department | | | | | |
| Vehicle Registration Fees | → = 100% of Placard Fees to Taxation and Revenue Department | | | | | |
| (\$21-\$172/year) | → = 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 | | | | | |
| A similar distribution applies to | \$ 1.50 each car or light truck \$ 1.50 each heavy truck \$ 1.50 each heavy truck \$ 3.50 each heavy truck \$ 3.50 to Tire Recycling Fund | | | | | |
| many Miscellaneous Motor | \$ 1.50 each neavy truck | | | | | |
| Vehicle Fees (but only Vehicle | Effective March 1, 2004 remaining revenues go to: | | | | | |
| Registration Fee revenue amounts are shown in revenue table) | → ~ 74.65% to State Road Fund → 7.60% to County General Funds (allocated by registration fees on vehicles in each county) | 87.5 8.9 | 87.2 8.9 | 87.9 8.9 | 9.1 | <u>15.9%</u> |
| are snown in revenue table) | 7.60% to County Road Funds (allocated by regionals reads maintained) 7.60% to County Road Funds (allocated by miles of public roads maintained) | 8.9 | 8.9 | 8.9 | 9.1 | |
| | → 4.06% to Municipal Street Funds (allocated by property tax net taxable value) | 4.8 | 4.7 | 4.8 | 4.9 | |
| | → 6.09% to County and Municipal General Funds (allocated by property tax amounts due) | 7.1 | 7.1 | 7.2 | 7.3 | |
| Motor Vehicle Excise Tax | → = 21.86% to State Road Fund beginning in FY22 (it was 3.11 % in FY19 - FY21) | 60.4 | 61.3 | 60.0 | 60.0 | 11.1% |
| (from 3.0% to 4.0% on July 1, 2019) | District 2 received 25% in FY20 & FY21 | sunset | | sunset s | | |
| | → = 18.75% to Transportation Project Fund beginning in FY22 | 51.8 | 52.5 | 51.5 | 51.5 | |
| | → = 59.39% to State General Fund beginning in FY22 (it was 71.89% in FY20 & FY21) | 164.0 | 166.4 | 163.0 | 163.0 | |
| | → \$5 or \$6 to Municipal, County or Fee AGENTS | | | | | |
| Transaction Fees | Remaining revenues from Transaction Fees go to: | | | | | 2.22/ |
| (\$3 per Title or Registration) | → 50% to State Road Fund 50% to County Road Fund (allocated by miles of public roads maintained) | 1.1 | 1.1 | 1.1 | 1.1 | <u>0.2%</u> |
| | | | | | | |
| | → = \$6 or \$7 per License to Municipal, County or Fee Agents → = 100% of Remaining Drivers License Fee to State Road Fund | 4.4 | 4.4 | 4.4 | 4.4 | 0.8% |
| Driver License Fees | + = 100% Limited License Fees to DWI Prevention and Education Fund | 0.4 | 0.4 | 0.4 | 0.4 | 0.070 |
| (\$10 per 4 year period + \$3 EDL + \$3 Driver Safety) | → = 100% DWI Reinstatement Fees and remainder of ID Cards to Local Gov. Road Fund | 8.0 | 0.8 | 0.8 | 0.8 | |
| | → = 100% Enhanced Drivers License Fee (\$3) to Taxation & Revenue Department | 0.0 | 0.0 | | | |
| * no estimates availal | e e | | | | | |
| | Total Local Governments Road Fund and Transportation Project Fu | nd 80.1 | 83.1 | 81.3 | 81.0 | |
| | Total Amount Distributed to Local Governments & other Recipie | | | 248.7 | | |
| | Total District to Dotte Overlanders & Other Recipies | | 202.0 | 210.7 | 200.2 | |
| | Total of Gasoline, Diesel, W/D & Registrations NMD0 | OT 442 | 5 432.8 | 439.9 | 447.9 | 70 79/ |
| | Total of Gasonne, Diesel, W/D & Registrations NAIDO | | | | | 78.7% |
| | 10tal State Koad Fund Kevenue | s_ 546. | 5 550.1 | 547.6 | 552.1 | <u>100.0%</u> |

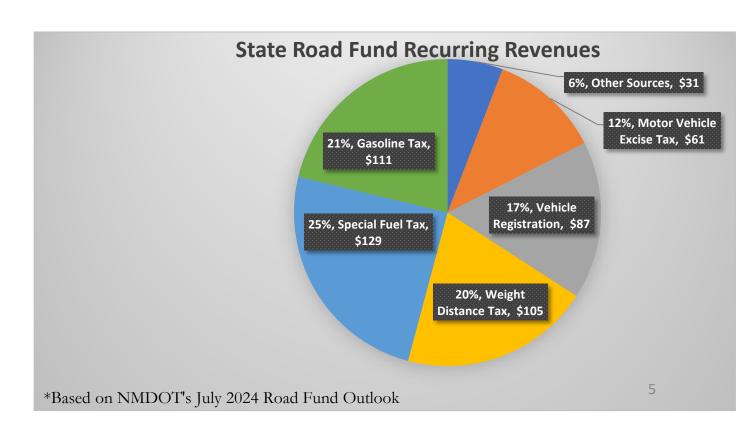
Total NMDOT Recurring (1) State Revenues 641.1 650.6 654.8 656.7

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





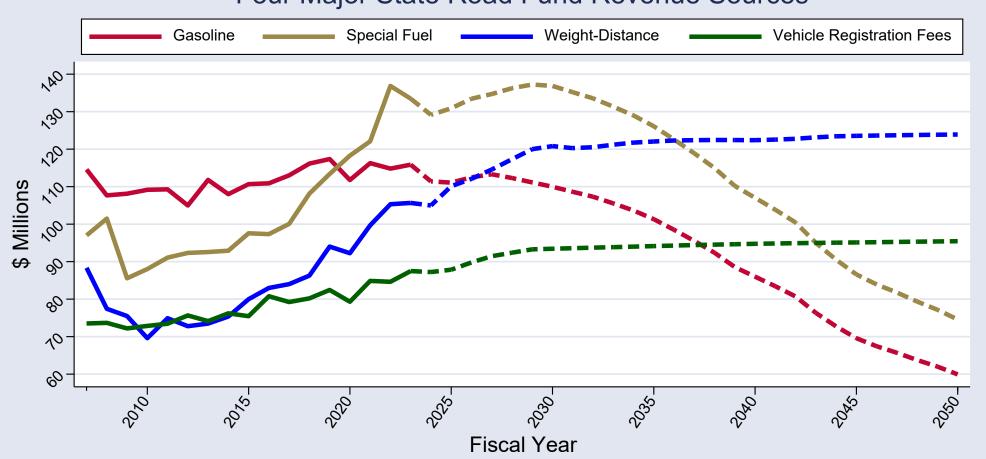
- NMDOT receives funding from 2 main sources, the Federal Government and the State Road Fund.
 - In FY 24 the Department received about \$506.1 million in Federal Funding
 - In FY 24 the State Road Fund received about \$524.6 million in revenue from several state tax programs
 - Gasoline Tax
 - Special Fuel Tax
 - Weight Distance Tax
 - Vehicle Registration
 - And other sources



State Road Fund Long Run Forecast



Four Major State Road Fund Revenue Sources

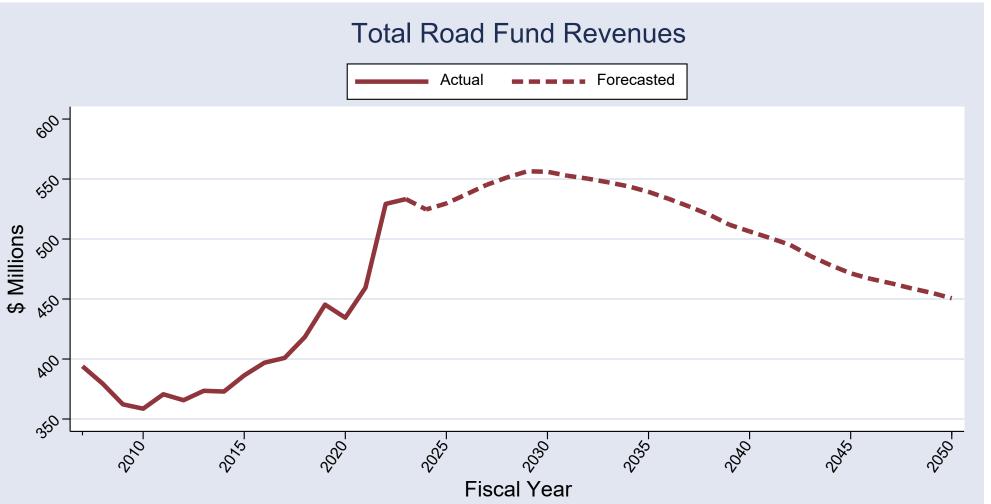


Short-term transition to more fuel-efficient vehicles, and long-term transition to alternative fuel vehicles will lead to declining gasoline and special fuels tax revenues.

Near term forecast based on NMDOT's July 2024 Road Fund Outlook. Longer term forecast based on projections from S&P Global.

State Road Fund Long Run Forecast





- State Road Fund revenues are expected to increase 6% by 2030.
- Decline 9% from 2030 to 2040.
- Decline another 11%between 2040 and2050.

Near term forecast based on NMDOT's July 2024 Road Fund Outlook. Longer term forecast based on projections from S&P Global.

Department of Transportation

• FY26 Budget Request: \$1.3 billion, a \$30.5 million decrease from the FY25 Operating Budget.

This appropriation is supported by (Revenues):

- \$556.5 million of State Road Fund.
- \$104.6 million of Restricted Fund.
- \$10.8 million of transfer from TRD and DFA.
- \$644.5 thousand of Highway Infrastructure Fund Balance
- \$579.4 million of Federal funding.

Program Budget:

- \$793.7 million Project, Design & Construction.
- \$300.0 million Highway Operations.
- \$51.3 million Business Support.
- \$106.3 million Modal.

FY26 Budget Request vs. **FY25** Operating Budget:

- State Revenue increased by \$6.4 Million.
- Restricted Revenue increased by \$1.7 Million.
- Transfers from TRD and DFA decreased by \$1.0 million.
- Elimination of \$60.6 Million of State Road Fund and
- Restricted Fund Balance.
- Federal Revenue increased by \$21.0 Million.

| | | A | В | C | |
|----|--|---------------|---------------|--------------|----|
| | | FY25 | FY26 | Dollar | |
| | | Operating | Budget | Change | |
| | | Budget | Request | (B-A) | |
| 1 | Expenditures | | | | 1 |
| 2 | 200 - Personal Services and Employee Benefits | \$221,981.5 | \$222,397.5 | \$416.0 | 2 |
| 3 | 300 - Contractual Services | \$678,050.9 | \$668,915.8 | (\$9,135.1) | 3 |
| 4 | 400 - Other | \$381,754.6 | \$359,983.0 | (\$21,771.6) | 4 |
| 5 | 500 - Other Financing Uses | \$0.0 | \$0.0 | \$0.0 | 5 |
| 6 | Total Expenditures | \$1,281,787.0 | \$1,251,296.3 | (\$30,490.7) | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | Revenues | | | | 9 |
| 10 | State Revenues | | | | 10 |
| 11 | | \$550,167.0 | \$556,533.0 | | 11 |
| 12 | | \$8,474.0 | \$10,170.0 | \$1,696.0 | 12 |
| 13 | | \$0.0 | \$0.0 | \$0.0 | 13 |
| 14 | · · · | \$28,500.0 | \$27,990.0 | (\$510.0) | 14 |
| 15 | Transportation Project Fund (TPF)- Restricted | \$52,540.0 | \$52,970.0 | \$430.0 | 15 |
| 16 | State Aviation Fund Restricted | \$11,920.0 | \$11,470.0 | (\$450.0) | |
| 17 | Transportation/Traffic Safety Funds Restricted | \$1,391.0 | \$1,311.0 | (\$80.0) | 17 |
| | Total State Revenues | \$652,992.0 | \$660,444.0 | \$7,452.0 | 18 |
| 19 | Other Revenues | | | | 19 |
| 20 | | \$9,800.0 | \$10,800.0 | \$1,000.0 | 20 |
| | Other Revenues | \$9,800.0 | \$10,800.0 | \$1,000.0 | 21 |
| | Restricted Fund Balances | \$800.0 | \$0.0 | (\$800.0) | |
| 23 | | \$0.0 | \$0.0 | | |
| 24 | | \$18.0 | \$0.0 | (\$18.0) | |
| 25 | · · · · · · · · · · · · · · · · · · · | \$0.0 | \$0.0 | \$0.0 | 25 |
| 26 | Local Government Road Fund | \$0.0 | \$0.0 | \$0.0 | 26 |
| 27 | HIF | \$0.0 | \$644.5 | \$644.5 | 27 |
| 28 | WIPP | \$0.0 | \$0.0 | \$0.0 | 28 |
| 29 | State Road Fund Balances | \$59,816.6 | \$0.0 | 4 | |
| | Total Fund Balances | \$60,634.6 | \$644.5 | (\$59,990.1) | 30 |
| 31 | General Funding Estimates | | | | 31 |
| | General Fund | \$0.0 | \$0.0 | | 32 |
| | Total General Fund | \$0.0 | \$0.0 | \$0.0 | |
| | Federal Funding Estimates | | | | 34 |
| 35 | _ | \$516,280.8 | \$526,607.8 | \$10,327.0 | 35 |
| 36 | | \$15,948.1 | \$15,948.1 | \$0.0 | 36 |
| 37 | | \$0.0 | \$0.0 | \$0.0 | 37 |
| 38 | ` ' | \$26,131.5 | \$36,851.9 | \$10,720.4 | 38 |
| | Total Federal Revenues | \$558,360.4 | \$579,407.8 | \$21,047.4 | 39 |
| 40 | Total Revenues | \$1,281,787.0 | \$1,251,296.3 | (\$30,490.7) | 40 |

| | g | | | | |
|----|---|-------------|-------------|--------------|----|
| | | A | В | c | |
| | | FY25 | FY26 | Dollar | |
| | | Operating | Budget | Change | |
| Ι. | | Budget | Request | (B-A) | |
| 1 | Expenditures | | | | 1 |
| 2 | 200 - Personal Services and Employee Benefits | \$33,640.3 | \$33,640.3 | \$0.0 | 2 |
| 3 | 300 - Contractual Services | \$567,878.7 | \$558,455.7 | (\$9,423.0) | 3 |
| 4 | | \$208,056.0 | \$201,616.5 | (\$6,439.5) | 4 |
| 5 | 500 - Other Financing Uses | \$0.0 | \$0.0 | \$0.0 | 5 |
| | Total Expenditures | \$809,575.0 | \$793,712.5 | (\$15,862.5) | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | Revenues | | | | 9 |
| 10 | State Revenues | | | | 10 |
| 11 | State Road Fund (SRF) | \$177,380.2 | \$178,330.2 | \$950.0 | 11 |
| 12 | | \$8,474.0 | \$10,170.0 | \$1,696.0 | 12 |
| 13 | , , | \$0.0 | \$0.0 | \$0.0 | 13 |
| | Local Government Road Fund (LGRF) Restricted | \$28,500.0 | \$27,990.0 | (\$510.0) | 14 |
| 15 | | \$52,540.0 | \$52,970.0 | \$430.0 | 15 |
| 16 | | \$0.0 | \$0.0 | \$0.0 | 16 |
| 17 | | \$0.0 | \$0.0 | \$0.0 | 17 |
| | Total State Revenues | \$266,894.2 | \$269,460.2 | \$2,566.0 | 18 |
| 19 | Other Revenues | | 1 | | 19 |
| 20 | Transfers from Other State Agencies | \$0.0 | \$0.0 | \$0.0 | 20 |
| | Other Revenues | \$0.0 | \$0.0 | \$0.0 | 21 |
| | Restricted Fund Balances | | | | 22 |
| 23 | | \$0.0 | \$0.0 | \$0.0 | 23 |
| 24 | | \$0.0 | \$0.0 | \$0.0 | 24 |
| 25 | • | \$0.0 | \$0.0 | \$0.0 | 25 |
| | Local Government Road Fund | \$0.0 | \$0.0 | \$0.0 | 26 |
| 27 | HIF | \$0.0 | \$644.5 | \$644.5 | 27 |
| 28 | WIPP | \$0.0 | \$0.0 | \$0.0 | 28 |
| | State Road Fund Balances | \$29,400.0 | \$0.0 | (\$29,400.0) | 29 |
| | Total Fund Balances | \$29,400.0 | \$644.5 | (\$28,755.5) | 30 |
| 31 | General Funding Estimates | | 000 | | 31 |
| 32 | General Fund | \$0.0 | \$0.0 | \$0.0 | 32 |
| | Total General Fund | \$0.0 | \$0.0 | \$0.0 | 33 |
| | Federal Funding Estimates | 6512 500 6 | 6500 605 0 | 610.25 | 34 |
| 35 | _ | \$513,280.8 | \$523,607.8 | \$10,327.0 | 35 |
| 36 | 2 2 | \$0.0 | \$0.0 | \$0.0 | 36 |
| 37 | , , | \$0.0 | \$0.0 | \$0.0 | 37 |
| 38 | , , | \$0.0 | \$0.0 | \$0.0 | 38 |
| | Total Federal Revenues | \$513,280.8 | \$523,607.8 | \$10,327.0 | 39 |
| 40 | Total Revenues | \$809,575.0 | \$793,712.5 | (\$15,862.5) | 40 |

Project Design and Construction



Project Design & Construction

\$793.7 million; a \$15.8 million decrease from the FY25 Operating Budget.

This program encompasses construction activities, the Federal Highway Program, debt service, engineering services, local government fund and the transportation project fund.

The budget request is supported by \$178.3 million from State Road Fund revenue, \$91.1 million of Restricted Fund revenue, \$644.5 thousand of Restricted Fund Balance, \$523.6 million of Federal Fund revenue and \$29.4 million reduction from State Road Fund Balance and restricted fund balance.

Highlighted Items:

- \$111.8 million Debt Service (Federal/State).
- \$540.6 million Construction Projects (Federal/State).
- \$28.0 million Local Government Road Fund.
- \$53.0 million Transportation Project Fund.

| l | Ingaway Op | erations | | | |
|----|--|-------------|-------------|--------------|----|
| | | A | В | C | |
| l | | FY25 | FY26 | Dollar | |
| l | | Operating | Budget | Change | |
| | | Budget | Request | (B-A) | |
| 1 | Expenditures | | | | 1 |
| 2 | 200 - Personal Services and Employee Benefits | \$140,173.5 | \$140,173.5 | \$0.0 | 2 |
| 3 | 300 - Contractual Services | \$69,809.2 | \$66,709.7 | (\$3,099.5) | 3 |
| 4 | 400 - Other | \$110,375.4 | \$93,081.4 | (\$17,294.0) | 4 |
| 5 | 500 - Other Financing Uses | \$0.0 | \$0.0 | \$0.0 | 5 |
| 6 | Total Expenditures | \$320,358.1 | \$299,964.6 | (\$20,393.5) | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | Revenues | | | | 9 |
| 10 | State Revenues | | | | 10 |
| 11 | State Road Fund (SRF) | \$293,110.5 | \$296,964.6 | \$3,854.1 | 11 |
| 12 | Highway Infrastructure Fund (HIF) Restricted | \$0.0 | \$0.0 | \$0.0 | 12 |
| 13 | State Infrastructure Bank (SIB) Restricted | \$0.0 | \$0.0 | \$0.0 | 13 |
| 14 | Local Government Road Fund (LGRF) Restricted | \$0.0 | \$0.0 | \$0.0 | 14 |
| 15 | Transportation Project Fund (TPF)- Restricted | \$0.0 | \$0.0 | \$0.0 | 15 |
| 16 | State Aviation Fund Restricted | \$0.0 | \$0.0 | \$0.0 | 16 |
| 17 | Transportation/Traffic Safety Funds Restricted | \$0.0 | \$0.0 | \$0.0 | 17 |
| 18 | Total State Revenues | \$293,110.5 | \$296,964.6 | \$3,854.1 | 18 |
| 19 | | | | | 19 |
| 20 | Transfers from Other State Agencies | \$0.0 | \$0.0 | \$0.0 | 20 |
| 21 | Other Revenues | \$0.0 | \$0.0 | \$0.0 | 21 |
| 22 | Restricted Fund Balances | | | | 22 |
| 23 | State Infrastructure Bank | \$0.0 | \$0.0 | \$0.0 | 23 |
| 24 | Aviation Fund | \$0.0 | \$0.0 | \$0.0 | 24 |
| 25 | Traffic Safety | \$0.0 | \$0.0 | \$0.0 | 25 |
| 26 | Local Government Road Fund | \$0.0 | \$0.0 | \$0.0 | 26 |
| 27 | HIF | \$0.0 | \$0.0 | \$0.0 | 27 |
| 28 | WIPP | \$0.0 | \$0.0 | \$0.0 | 28 |
| 29 | State Road Fund Balances | \$24,247.6 | \$0.0 | (\$24,247.6) | 29 |
| 30 | Total Fund Balances | \$24,247.6 | \$0.0 | (\$24,247.6) | 30 |
| 31 | General Funding Estimates | | | | 31 |
| 32 | | \$0.0 | \$0.0 | \$0.0 | 32 |
| | Total General Fund | \$0.0 | \$0.0 | \$0.0 | 33 |
| 34 | Federal Funding Estimates | | | | 34 |
| 35 | _ | \$3,000.0 | \$3,000.0 | \$0.0 | 35 |
| 36 | | \$0.0 | \$0.0 | \$0.0 | 36 |
| 37 | | \$0.0 | \$0.0 | \$0.0 | 37 |
| 38 | | \$0.0 | \$0.0 | \$0.0 | 38 |
| | Total Federal Revenues | \$3,000.0 | \$3,000.0 | \$0.0 | 39 |
| 40 | Total Revenues | \$320,358.1 | \$299,964.6 | (\$20,393.5) | 40 |
| | | | | | |

Highway Operations



Highway Operations

\$300.0 million; a \$20.4 million decrease from the FY25 Operating Budget.

This program encompasses district operating budget, maintenance activities, field supplies and rest area maintenance and improvements.

Highlighted Items:

- \$ 51.4 million for Contract Maintenance.
- \$ 6.3 million Rest Area Maintenance/Improvements.
- \$ 11.3 million Striping.
- \$ 39.7 million Field Supplies
- \$ 10.0 million Equipment.
- \$ 2.5 million radio communications (DoIT).

| | Business Support | | | | | | | | | | |
|----|--|------------|------------|-------------|----|--|--|--|--|--|--|
| | | A | В | C | | | | | | | |
| l | | FY25 | FY26 | Dollar | | | | | | | |
| l | | Operating | Budget | Change | | | | | | | |
| Ι. | | Budget | Request | (B-A) | | | | | | | |
| 1 | Expenditures | | | | 1 | | | | | | |
| 2 | 200 - Personal Services and Employee Benefits | \$31,591.2 | \$31,007.2 | (\$584.0) | 2 | | | | | | |
| 3 | 300 - Contractual Services | \$4,528.2 | \$3,450.1 | (\$1,078.1) | 3 | | | | | | |
| 4 | 400 - Other | \$17,835.0 | \$16,890.0 | (\$945.0) | 4 | | | | | | |
| 5 | 500 - Other Financing Uses | | \$0.0 | \$0.0 | 5 | | | | | | |
| 6 | Total Expenditures | \$53,954.4 | \$51,347.3 | (\$2,607.1) | 6 | | | | | | |
| 7 | | | | | 7 | | | | | | |
| 8 | | | | | 8 | | | | | | |
| 9 | Revenues | | | | 9 | | | | | | |
| 10 | State Revenues | | | | 10 | | | | | | |
| 11 | State Road Fund (SRF) | \$50,247.4 | \$51,347.3 | \$1,099.9 | 11 | | | | | | |
| 12 | Highway Infrastructure Fund (HIF) Restricted | \$0.0 | \$0.0 | \$0.0 | 12 | | | | | | |
| 13 | State Infrastructure Bank (SIB) Restricted | \$0.0 | \$0.0 | \$0.0 | 13 | | | | | | |
| 14 | Local Government Road Fund (LGRF) Restricted | \$0.0 | \$0.0 | \$0.0 | 14 | | | | | | |
| 15 | Transportation Project Fund (TPF)- Restricted | \$0.0 | \$0.0 | \$0.0 | 15 | | | | | | |
| 16 | State Aviation Fund Restricted | \$0.0 | \$0.0 | \$0.0 | 16 | | | | | | |
| 17 | Transportation/Traffic Safety Funds Restricted | \$0.0 | \$0.0 | \$0.0 | 17 | | | | | | |
| 18 | Total State Revenues | \$50,247.4 | \$51,347.3 | \$1,099.9 | 18 | | | | | | |
| 19 | Other Revenues | | | | 19 | | | | | | |
| 20 | Transfers from Other State Agencies | \$0.0 | \$0.0 | \$0.0 | 20 | | | | | | |
| 21 | Other Revenues | \$0.0 | \$0.0 | \$0.0 | 21 | | | | | | |
| 22 | Restricted Fund Balances | | | | 22 | | | | | | |
| 23 | State Infrastructure Bank | \$0.0 | \$0.0 | \$0.0 | 23 | | | | | | |
| 24 | Aviation Fund | \$0.0 | \$0.0 | \$0.0 | 24 | | | | | | |
| 25 | Traffic Safety | \$0.0 | \$0.0 | \$0.0 | 25 | | | | | | |
| 26 | Local Government Road Fund | \$0.0 | \$0.0 | \$0.0 | 26 | | | | | | |
| 27 | HIF | \$0.0 | \$0.0 | \$0.0 | 27 | | | | | | |
| 28 | WIPP | \$0.0 | \$0.0 | \$0.0 | 28 | | | | | | |
| 29 | State Road Fund Balances | \$3,707.0 | \$0.0 | (\$3,707.0) | 29 | | | | | | |
| 30 | Total Fund Balances | \$3,707.0 | \$0.0 | (\$3,707.0) | 30 | | | | | | |
| | General Funding Estimates | | | | 31 | | | | | | |
| 32 | General Fund | \$0.0 | \$0.0 | \$0.0 | 32 | | | | | | |
| 33 | Total General Fund | \$0.0 | \$0.0 | \$0.0 | 33 | | | | | | |
| | Federal Funding Estimates | | | | 34 | | | | | | |
| 35 | FHWA Funding | \$0.0 | \$0.0 | \$0.0 | 35 | | | | | | |
| 36 | National Highway Traffic Safety Administration | \$0.0 | \$0.0 | \$0.0 | 36 | | | | | | |
| 37 | | \$0.0 | \$0.0 | \$0.0 | 37 | | | | | | |
| 20 | Poderni Tomoria Administration (PTA) | 60.0 | 60.0 | 60.0 | 20 | | | | | | |

\$0.0

\$53,954.4

\$0.0

Federal Transit Administration (FTA)

39 Total Federal Revenues



Business Support

\$51.3 million; a \$2.6 million decrease from the FY25 Operating Budget.

This program encompasses supporting departments, such as Office of the Secretary, Legal, Finance, Human Resources, Building and Grounds and Information Technology.

Highlighted Items:

\$0.0

\$0.0

- \$4.6 Million DoIT Charges
- \$6.7 Million General Liabilities
- \$716.4 Thousand Auto/Property Insurance
- \$3.6 Million General Services

MODAL

| Expenditures Successful S | | | FY25 | FY26 | Dollar | |
|--|----|--|------------|-------------|-------------|----|
| Expenditures 2 | | | Operating | Budget | Change | |
| 2 200 - Personal Services and Employee Benefits \$16,576.5 \$17,576.5 \$1,000.0 \$300 - Contractual Services \$35,834.8 \$40,300.3 \$34,465.5 \$400 - Other \$45,488.2 \$48,395.5 \$50.0 \$50. | | | Budget | Request | (B-A) | |
| 3 300 - Contractual Services \$35,834.8 \$40,300.3 \$2,465.5 \$40 - Other \$45,488.2 \$48,395.1 \$52,906.9 \$50.0 \$0.0 | 1 | • | | | | 1 |
| 4 400 - Other 500 - Other Financing Uses 500 - Other Financing Use | 2 | 200 - Personal Services and Employee Benefits | \$16,576.5 | \$17,576.5 | \$1,000.0 | 2 |
| Solid Soli | 3 | 300 - Contractual Services | \$35,834.8 | \$40,300.3 | \$4,465.5 | 3 |
| Total Expenditures S97,899.5 S106,271.9 S8,372.4 | 4 | 400 - Other | \$45,488.2 | \$48,395.1 | \$2,906.9 | 4 |
| Revenues State Revenues State Revenues State Revenues State Revenues State Revenues State Road Fund (SRF) State Road Fund (SRF) State Road Fund (HIF) Restricted S0.0 | 5 | | \$0.0 | \$0.0 | \$0.0 | 5 |
| Revenues State Revenues State Road Fund (SRF) S29,428.9 S29,890.9 S462.0 | 6 | Total Expenditures | \$97,899.5 | \$106,271.9 | \$8,372.4 | 6 |
| 9 Revenues State Revenues State Revenues State Revenues State Revenues State Road Fund (SRF) S29,428.9 \$29,890.9 \$462.0 13 State Infrastructure Fund (HIF) Restricted \$0.0 \$0.0 \$0.0 24 Local Government Road Fund (LGRF) Restricted \$0.0 \$0.0 \$0.0 25 Transportation Project Fund (TPF)- Restricted \$0.0 \$0.0 \$0.0 26 State Aviation Fund Restricted \$11,920.0 \$11,470.0 \$450.0 27 Transportation/Traffic Safety Funds Restricted \$11,391.0 \$13,111.0 \$880.0 28 Total State Revenues \$42,739.9 \$42,671.9 \$688.0 29 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 20 State Infrastructure Bank \$0.0 \$0.0 \$0.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$9,800.0 \$0.0 \$0.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 \$0.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 27 HIF \$0.0 \$0.0 \$0.0 \$0.0 28 WIPP \$0.0 \$0.0 \$0.0 29 State Road Fund Balances \$2,462.0 \$0.0 \$0.0 30 State Road Fund Balances \$3,280.0 \$0.0 \$0.0 31 Total Fund Balances \$3,280.0 \$0.0 \$0.0 32 State Road Fund Balances \$3,280.0 \$0.0 \$0.0 34 Federal Fund \$0.0 \$0.0 \$0.0 35 Film Funding Estimates \$0.0 \$0.0 \$0.0 36 National Highway Traffic Safety Administration \$15,948.1 \$15,948.1 \$0.0 38 Federal Transit Administration (FTA) \$26,131.5 \$36,851.9 \$10,720.4 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 30 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 30 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 30 | 7 | | | | | 7 |
| 10 State Revenues | | | | | | 8 |
| 11 State Road Fund (SRF) \$29,428.9 \$29,890.9 \$462.0 12 Highway Infrastructure Fund (HIF) Restricted \$0.0 \$0.0 \$0.0 13 State Infrastructure Bank (SIB) Restricted \$0.0 \$0.0 \$0.0 14 Local Government Road Fund (LGRF) Restricted \$0.0 \$0.0 \$0.0 15 Transportation Project Fund (TPF)- Restricted \$0.0 \$0.0 \$0.0 16 State Aviation Fund Restricted \$11,920.0 \$11,470.0 (\$450.0) 17 Transportation/Traffic Safety Funds Restricted \$1,391.0 \$1,311.0 (\$860.0) 18 Total State Revenues \$42,739.9 \$42,671.9 \$(\$68.0) 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$680.0) 23 State Infrastructure Bank \$0.0 \$0.0 \$80.0 24 Aviation Fund \$18.0 \$0.0< | 9 | Revenues | | | | 9 |
| 12 Highway Infrastructure Fund (HIF) Restricted \$0.0 \$ | 10 | State Revenues | | | | 10 |
| 13 State Infrastructure Bank (SIB) Restricted \$0.0 \$0.0 \$0.0 14 Local Government Road Fund (LGRF) Restricted \$0.0 \$0.0 \$0.0 15 Transportation Project Fund (TPF)- Restricted \$0.0 \$0.0 \$0.0 16 State Aviation Fund Restricted \$11,920.0 \$11,470.0 (\$450.0) 17 Transportation/Traffic Safety Funds Restricted \$1,391.0 \$1,311.0 (\$80.0) 18 Total State Revenues \$42,739.9 \$42,671.9 (\$68.0) 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 23 State Infrastructure Bank \$0.0 \$0.0 \$80.0 24 Aviation Fund \$18.0 \$0.0 \$80.0 25 Traffic Safety \$0.0 \$0.0 \$0. | 11 | State Road Fund (SRF) | \$29,428.9 | \$29,890.9 | \$462.0 | 11 |
| 14 Local Government Road Fund (LGRF) Restricted \$0.0 \$0.0 \$0.0 15 Transportaiton Project Fund (TPF)- Restricted \$0.0 \$0.0 \$0.0 16 State Aviation Fund Restricted \$11,920.0 \$11,470.0 \$(\$450.0) 17 Transportation/Traffic Safety Funds Restricted \$1,391.0 \$1,311.0 \$80.0 17 Transfers from Cate Revenues \$42,739.9 \$42,671.9 \$680.0 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 23 State Infrastructure Bank \$0.0 \$0.0 \$80.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 <td>12</td> <td>Highway Infrastructure Fund (HIF) Restricted</td> <td>\$0.0</td> <td>\$0.0</td> <td>\$0.0</td> <td>12</td> | 12 | Highway Infrastructure Fund (HIF) Restricted | \$0.0 | \$0.0 | \$0.0 | 12 |
| 15 Transportation Project Fund (TPF)- Restricted \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$11,470.0 \$450.0 \$11,470.0 \$450.0 \$11,470.0 \$450.0 \$10.0 \$13.311.0 \$80.0 \$10.00.0 <td>13</td> <td>State Infrastructure Bank (SIB) Restricted</td> <td>\$0.0</td> <td>\$0.0</td> <td>\$0.0</td> <td>13</td> | 13 | State Infrastructure Bank (SIB) Restricted | \$0.0 | \$0.0 | \$0.0 | 13 |
| 16 State Aviation Fund Restricted \$11,920.0 \$11,470.0 (\$450.0) 17 Transportation/Traffic Safety Funds Restricted \$1,391.0 \$1,311.0 (\$80.0) 18 Total State Revenues \$42,739.9 \$42,671.9 (\$68.0) 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$80.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 27 HIF \$0.0 \$0.0 \$0.0 28 WIPP \$0.0 \$0.0 \$0.0 30 Total Fund Balances \$3,280.0 <td>14</td> <td>Local Government Road Fund (LGRF) Restricted</td> <td>\$0.0</td> <td>\$0.0</td> <td>\$0.0</td> <td>14</td> | 14 | Local Government Road Fund (LGRF) Restricted | \$0.0 | \$0.0 | \$0.0 | 14 |
| 17 Transportation/Traffic Safety Funds Restricted \$1,391.0 \$1,311.0 (\$80.0) 18 Total State Revenues \$42,739.9 \$42,671.9 (\$68.0) 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 \$0.0 \$0.0 24 Aviation Fund \$0.0 | 15 | Transportaiton Project Fund (TPF)- Restricted | \$0.0 | \$0.0 | \$0.0 | 15 |
| 18 Total State Revenues \$42,739.9 \$42,671.9 \$(868.0) 19 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 20 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$0.0 \$0.0 \$0.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 | 16 | State Aviation Fund Restricted | \$11,920.0 | \$11,470.0 | (\$450.0) | 16 |
| 19 Other Revenues S9,800.0 S10,800.0 S1,000.0 S0.0 | 17 | Transportation/Traffic Safety Funds Restricted | \$1,391.0 | \$1,311.0 | (\$80.0) | 17 |
| 20 Transfers from Other State Agencies \$9,800.0 \$10,800.0 \$1,000.0 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 27 HIF \$0.0 \$0.0 \$0.0 28 WIPP \$0.0 \$0.0 \$0.0 29 State Road Fund Balances \$2,462.0 \$0.0 \$0.0 30 Total Fund Balances \$3,280.0 \$0.0 \$3,280.0 31 General Funding Estimates \$0.0 \$0.0 \$0.0 32 General Funding Estimates \$0.0 \$0.0 \$0.0 34 Federal Funding Estimates \$0.0 \$0.0 \$0.0 35 National Highway Traffic Safety Administration \$15,948.1 \$15,948.1 | 18 | Total State Revenues | \$42,739.9 | \$42,671.9 | (\$68.0) | 18 |
| 21 Other Revenues \$9,800.0 \$10,800.0 \$1,000.0 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 27 HIF \$0.0 \$0.0 \$0.0 28 WIPP \$0.0 \$0.0 \$0.0 29 State Road Fund Balances \$2,462.0 \$0.0 \$0.0 30 Total Fund Balances \$3,280.0 \$0.0 \$3,280.0 31 General Funding Estimates \$0.0 \$0.0 \$0.0 32 General Fund \$0.0 \$0.0 \$0.0 34 Federal Funding Estimates \$0.0 \$0.0 \$0.0 35 FHWA Funding \$0.0 \$0.0 \$0.0 36 National Highway Traffic Safety Administration \$15,948.1 \$15,948.1 \$0.0 37 Waste Isolation Pilot Plant (WIPP) \$0.0 \$0.0 \$0.0 <td>19</td> <td>Other Revenues</td> <td></td> <td></td> <td></td> <td>19</td> | 19 | Other Revenues | | | | 19 |
| 22 Restricted Fund Balances \$800.0 \$0.0 \$800.0 \$0.0 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 \$0.0 24 Aviation Fund \$18.0 \$0.0 \$0.0 \$18.0 25 Traffic Safety \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 26 Local Government Road Fund \$0.0 \$ | 20 | Transfers from Other State Agencies | \$9,800.0 | \$10,800.0 | \$1,000.0 | 20 |
| 23 State Infrastructure Bank \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$18.0 \$0.0 \$18.0 \$18.0 \$0.0 \$18.0 \$18.0 \$0.0 \$0.0 | 21 | Other Revenues | \$9,800.0 | \$10,800.0 | \$1,000.0 | 21 |
| 24 Aviation Fund \$18.0 \$0.0 (\$18.0) 2 25 Traffic Safety \$0.0 | 22 | Restricted Fund Balances | \$800.0 | \$0.0 | (\$800.0) | 22 |
| 25 Traffic Safety \$0.0 \$0.0 \$0.0 | 23 | State Infrastructure Bank | \$0.0 | \$0.0 | \$0.0 | 23 |
| 26 Local Government Road Fund \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 | 24 | Aviation Fund | \$18.0 | \$0.0 | (\$18.0) | 24 |
| 27 HIF \$0.0 <t< td=""><td>25</td><td>Traffic Safety</td><td>\$0.0</td><td>\$0.0</td><td>\$0.0</td><td>25</td></t<> | 25 | Traffic Safety | \$0.0 | \$0.0 | \$0.0 | 25 |
| 28 WIPP \$0.0 < | 26 | Local Government Road Fund | \$0.0 | \$0.0 | \$0.0 | 26 |
| 29 State Road Fund Balances \$2,462.0 \$0.0 (\$2,462.0) 30 30 Total Fund Balances \$3,280.0 \$0.0 \$3,280.0 30 31 General Funding Estimates \$0.0 \$0.0 \$0.0 \$0.0 33 Total General Fund \$0.0 \$0.0 \$0.0 \$0.0 34 Federal Funding Estimates \$0.0 \$0.0 \$0.0 \$0.0 35 FHWA Funding \$0.0 \$0.0 \$0.0 \$0.0 36 National Highway Traffic Safety Administration \$15,948.1 \$15,948.1 \$0.0 \$0.0 37 Waste Isolation Pilot Plant (WIPP) \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 38 Federal Transit Administration (FTA) \$26,131.5 \$36,851.9 \$10,720.4 \$10,720.4 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 \$10,720.4 | 27 | HIF | \$0.0 | \$0.0 | \$0.0 | 27 |
| 30 Total Fund Balances \$3,280.0 \$0.0 \$3,280.0 31 General Funding Estimates \$0.0 \$0.0 \$0.0 \$0.0 32 General Fund \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 34 Federal Funding Estimates \$0.0 | 28 | WIPP | \$0.0 | \$0.0 | \$0.0 | 28 |
| 31 General Funding Estimates \$0.0 | 29 | State Road Fund Balances | \$2,462.0 | \$0.0 | (\$2,462.0) | 29 |
| 32 General Fund \$0.0 | 30 | Total Fund Balances | \$3,280.0 | \$0.0 | (\$3,280.0) | 30 |
| 33 Total General Fund \$0.0 | 31 | General Funding Estimates | | | | 31 |
| 34 Federal Funding Estimates \$0.0 | 32 | General Fund | \$0.0 | \$0.0 | \$0.0 | 32 |
| 35 FHWA Funding \$0.0 | 33 | Total General Fund | \$0.0 | \$0.0 | \$0.0 | 33 |
| 36 National Highway Traffic Safety Administration \$15,948.1 \$15,948.1 \$0.0< | 34 | Federal Funding Estimates | | | | 34 |
| 37 Waste Isolation Pilot Plant (WIPP) \$0.0 \$0.0 \$0.0 \$3.0 <td>35</td> <td>FHWA Funding</td> <td>\$0.0</td> <td>\$0.0</td> <td>\$0.0</td> <td>35</td> | 35 | FHWA Funding | \$0.0 | \$0.0 | \$0.0 | 35 |
| 38 Federal Transit Administration (FTA) \$26,131.5 \$36,851.9 \$10,720.4 3 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 3 | 36 | National Highway Traffic Safety Administration | \$15,948.1 | \$15,948.1 | \$0.0 | 36 |
| 39 Total Federal Revenues \$42,079.6 \$52,800.0 \$10,720.4 | 37 | Waste Isolation Pilot Plant (WIPP) | \$0.0 | \$0.0 | \$0.0 | 37 |
| | 38 | Federal Transit Administration (FTA) | \$26,131.5 | \$36,851.9 | \$10,720.4 | 38 |
| 40 Total Revenues \$97.899.5 \$106.271.9 \$8.372.4 | | | | | | 39 |
| \$2.1,022 to \$1,022 to \$1,0 | 40 | Total Revenues | \$97,899.5 | \$106,271.9 | \$8,372.4 | 40 |



The Modal Program

FY26 Request is \$106.3 million; a \$8.3 million increase from the FY25 Operating Budget.

This program encompasses Transit and Rail, Aviation, Ports of Entry, Traffic Safety and Transportation Regulation Division.

The budget request is supported by \$29.9 million from State Road Fund revenue, \$12.8 million of Restricted Fund revenue, \$10.8 million transfer in from Taxation and Revenue Department and Department of Finance, and \$52.8 million of Federal Fund revenue.

Highlighted Items:

- \$11.5 million Aviation Division
- \$10.5 million Ports of Entry
- \$25.7 million Traffic Safety
- \$54.1 million Transit and Rail
- \$4.0 million Transportation Regulation

Special Appropriations Request

\$175,000,000 – Maintenance

\$150,000,000 – Construction

\$15,000,000 – Rural Air Service Enhancement

\$10,000,000 – Beautification



\$31,232,000.00 – Facility and Infrastructure Improvements

\$10,000,000.00 – Heavy Equipment and Light Duty Vehicles

\$20,000,000.00 – Electric Vehicle Charging Infrastructure















thank