

TRANSPORTATION INFRASTRUCTURE REVENUE SUBCOMMITTEE

July 9, 2018 Meeting

New Mexico Department of Transportation

Overview

Tom Church, Secretary

State Road Fund: Revenue and Budget

Laura Bianchini, Chief Economist
Mallery Manzanares, Budget Director

Debt and Bonds

Tom Church, Secretary

Highway Conditions/Asset Management, Construction and Maintenance

Anthony Lujan, Deputy Secretary, Highway Operations
Armando Armendariz, P.E., Director, Design and Construction Division
Rick Padilla, P.E., State Maintenance Manager
Tamara Haas, P.E., Director, Asset Management and Planning Division

Modal: Ports, Transit, Rail and Aviation

Michael Sandoval, Modal Divisions Director
David Harris, Transit and Rail Division Director

District 1 Update

Trent Doolittle, P.E., District One Engineer

District 2 Update

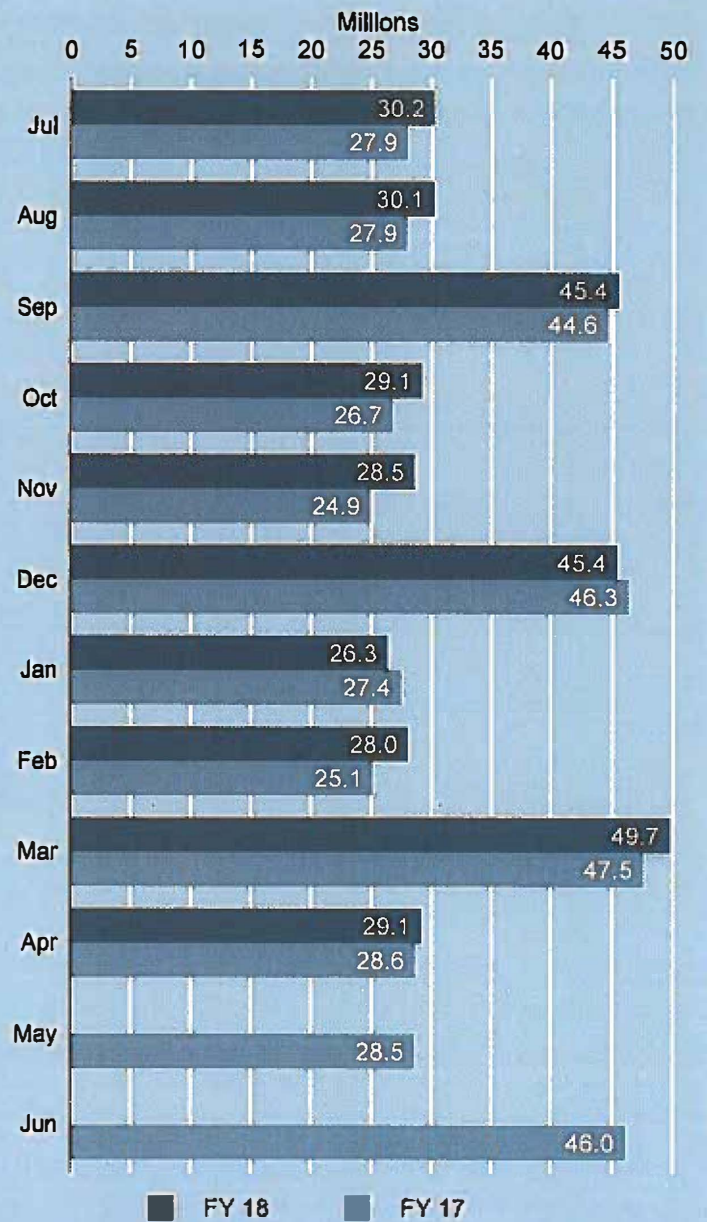
Timothy L. Parker, M.S., P.E., District Two Engineer

District 3 Update

Kenneth Murphy, P.E., District Three Engineer

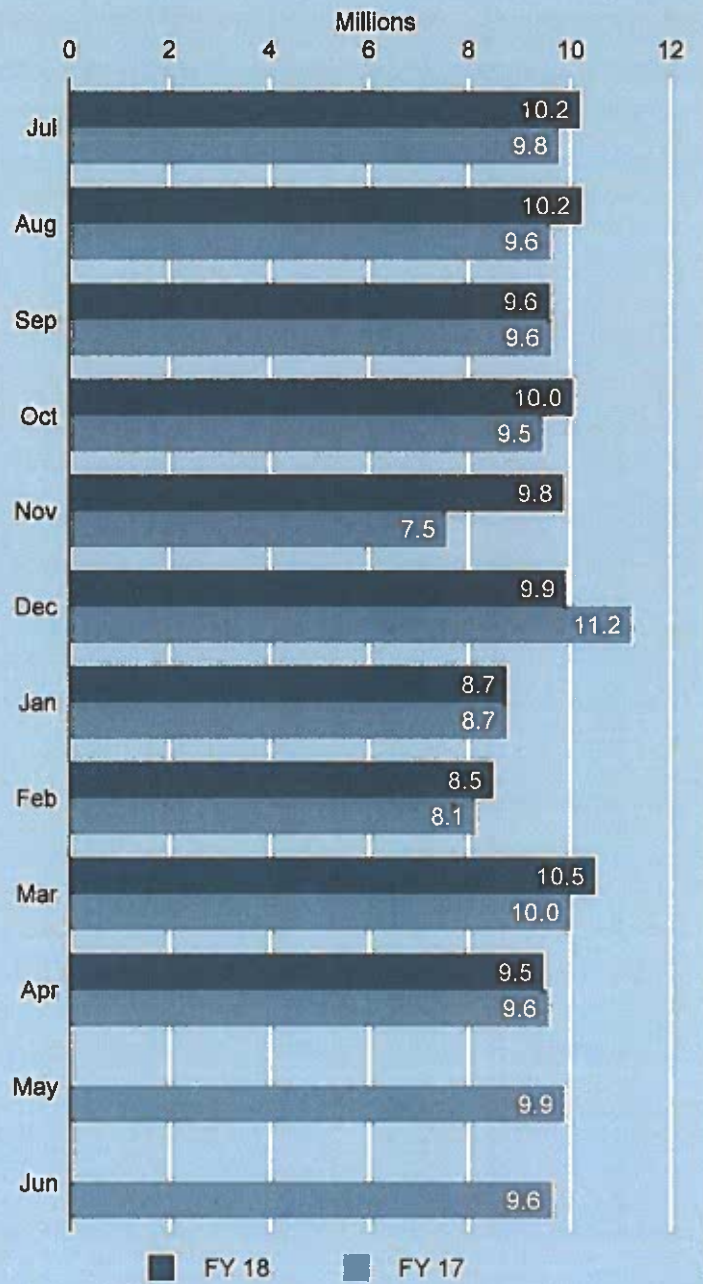
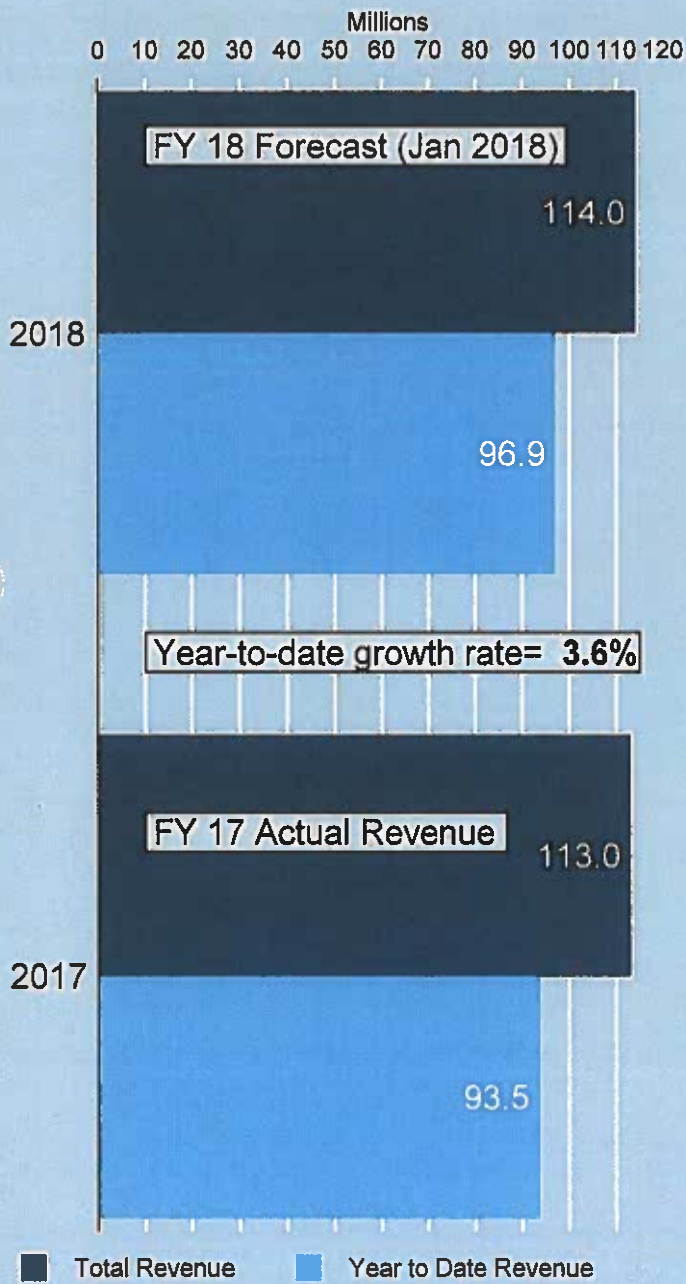
REVENUE

State Road Fund Revenue

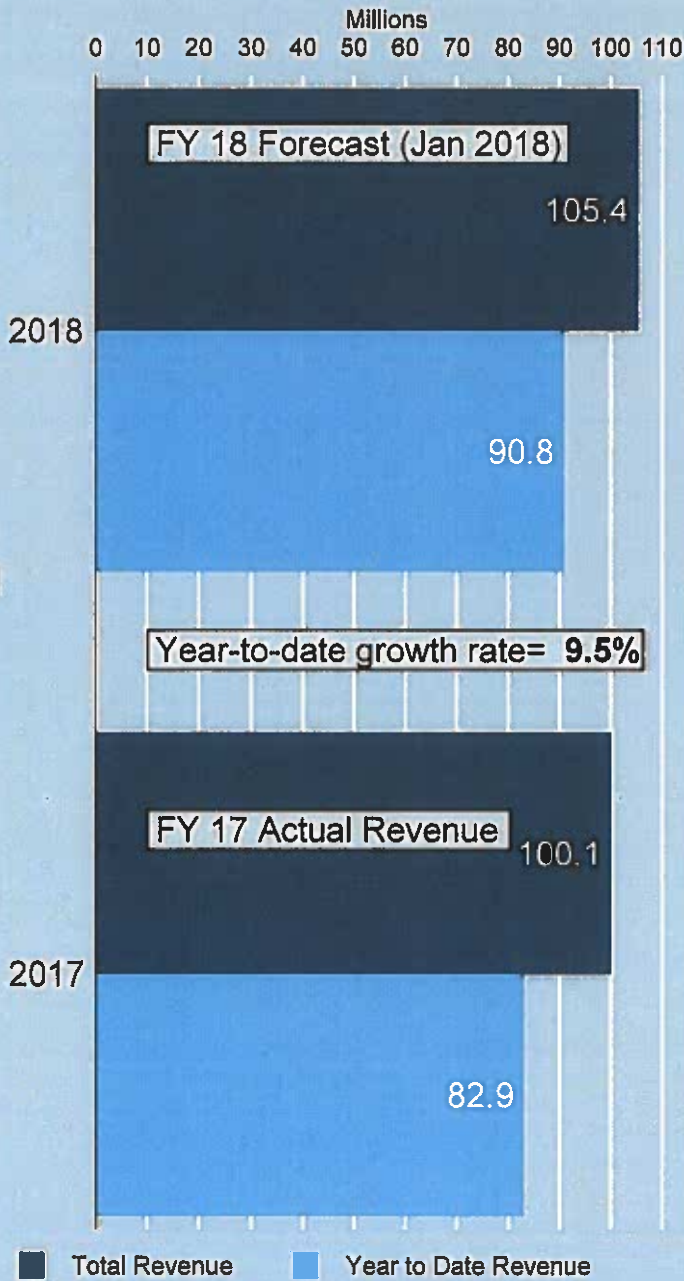


State Road Fund Revenue includes all revenues from taxes, fees and interests

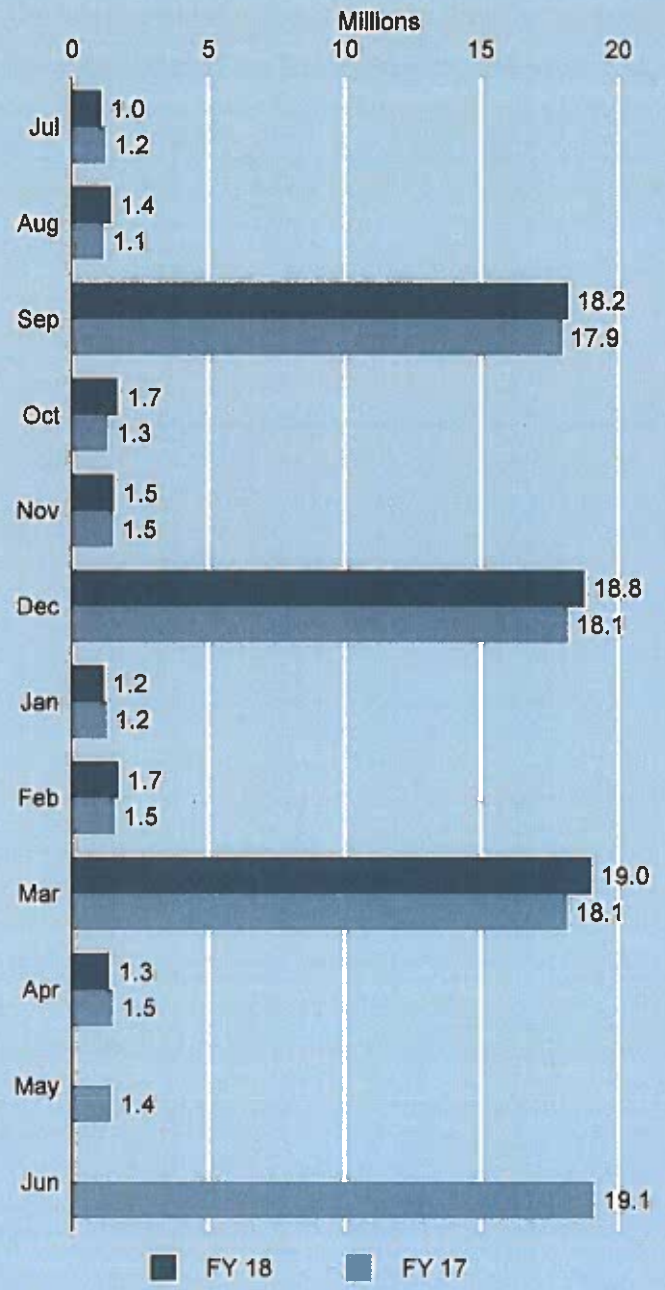
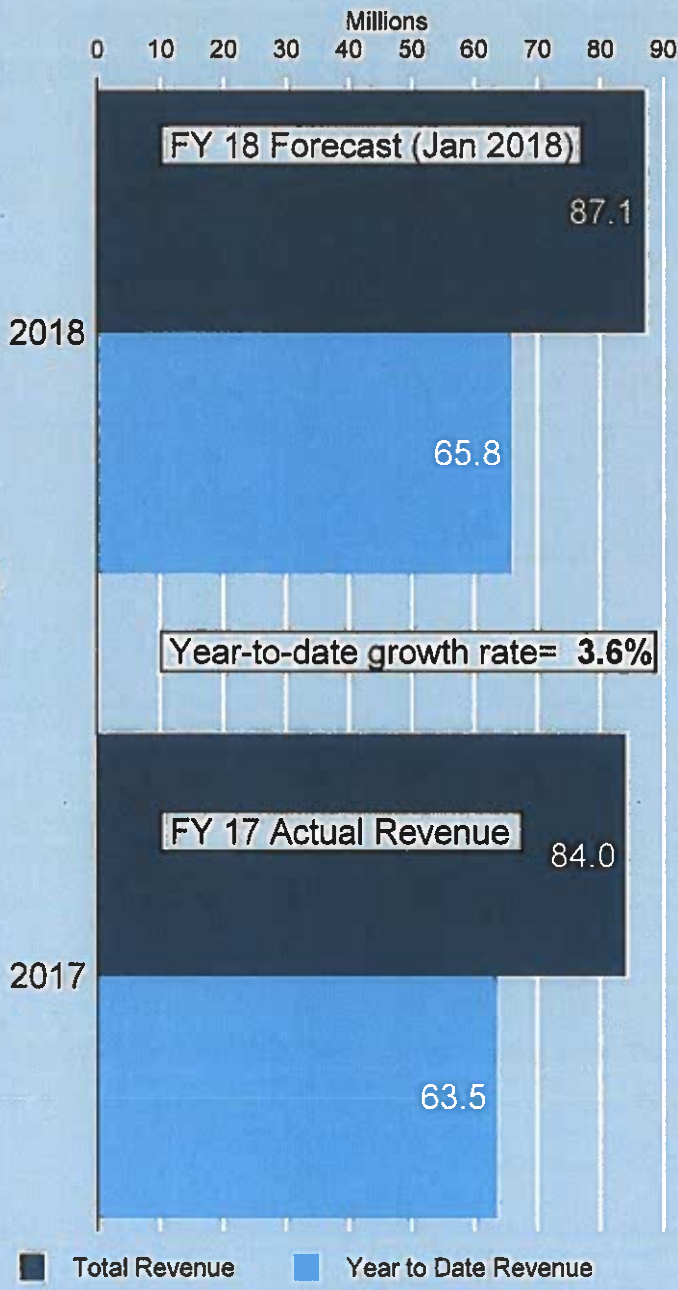
Gasoline Tax to SRF



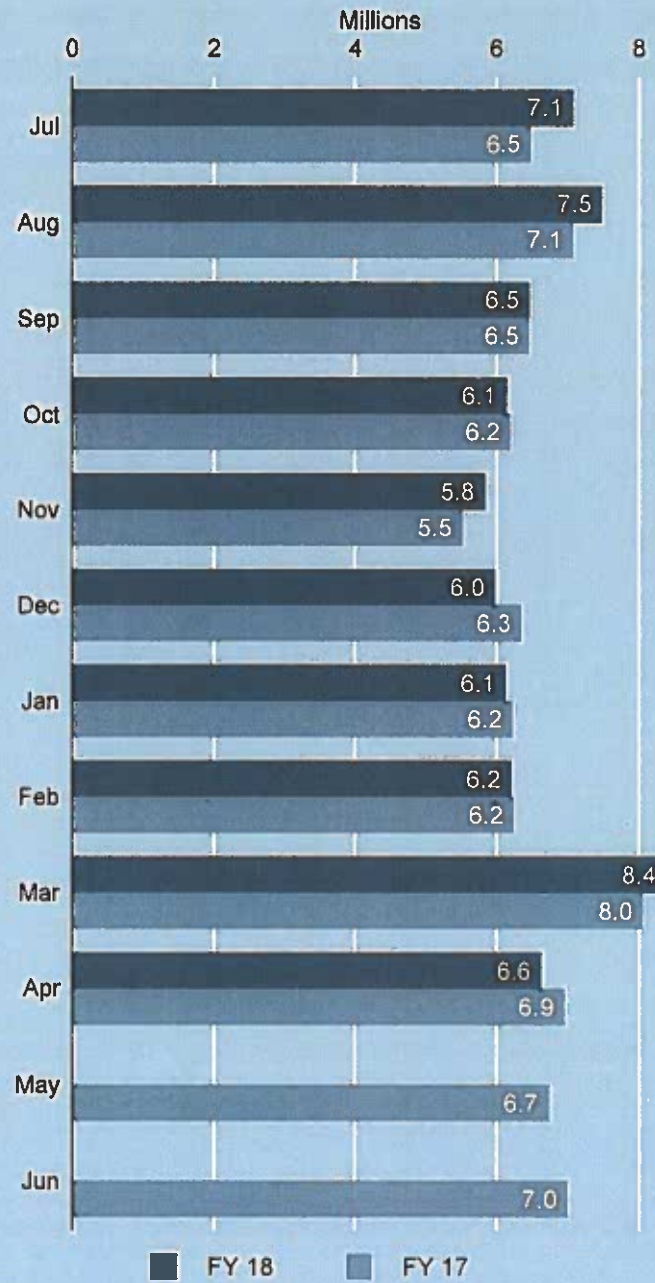
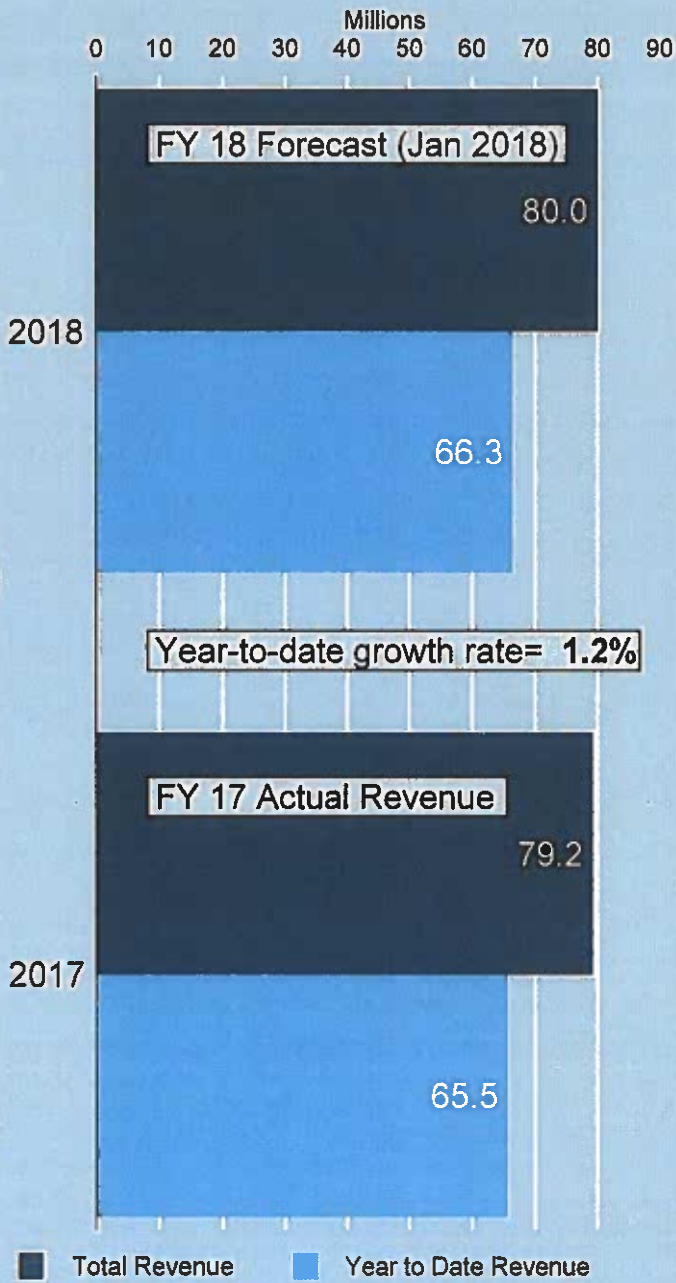
Special Fuels Tax to SRF



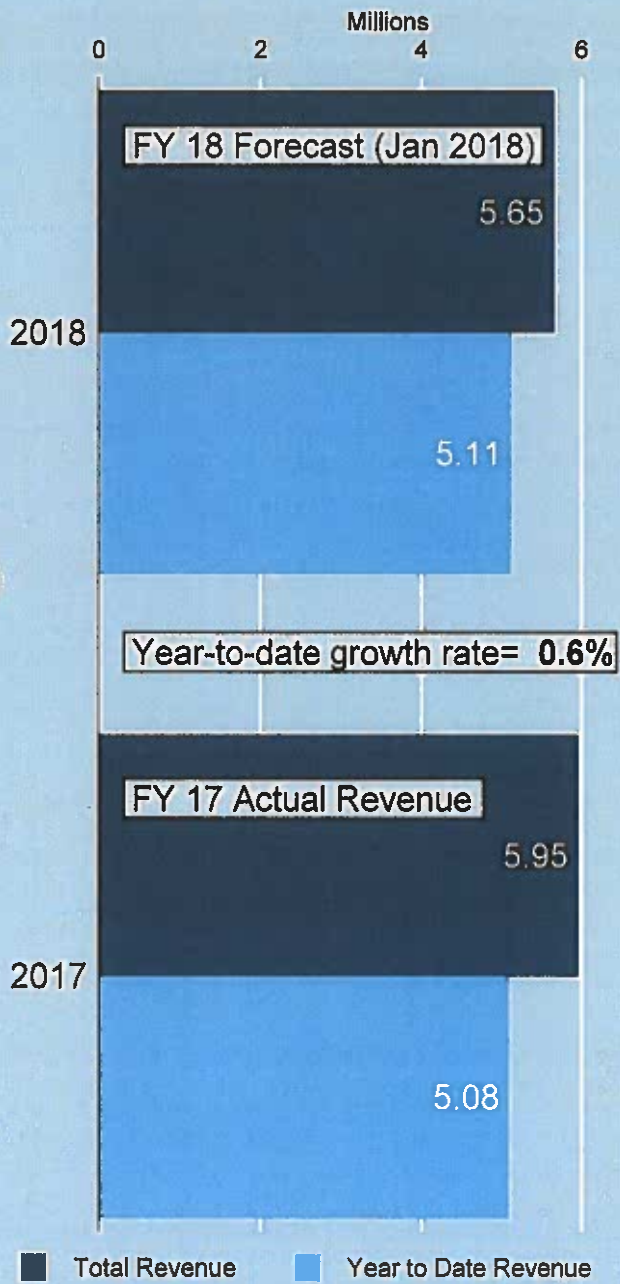
Weight Distance Revenue



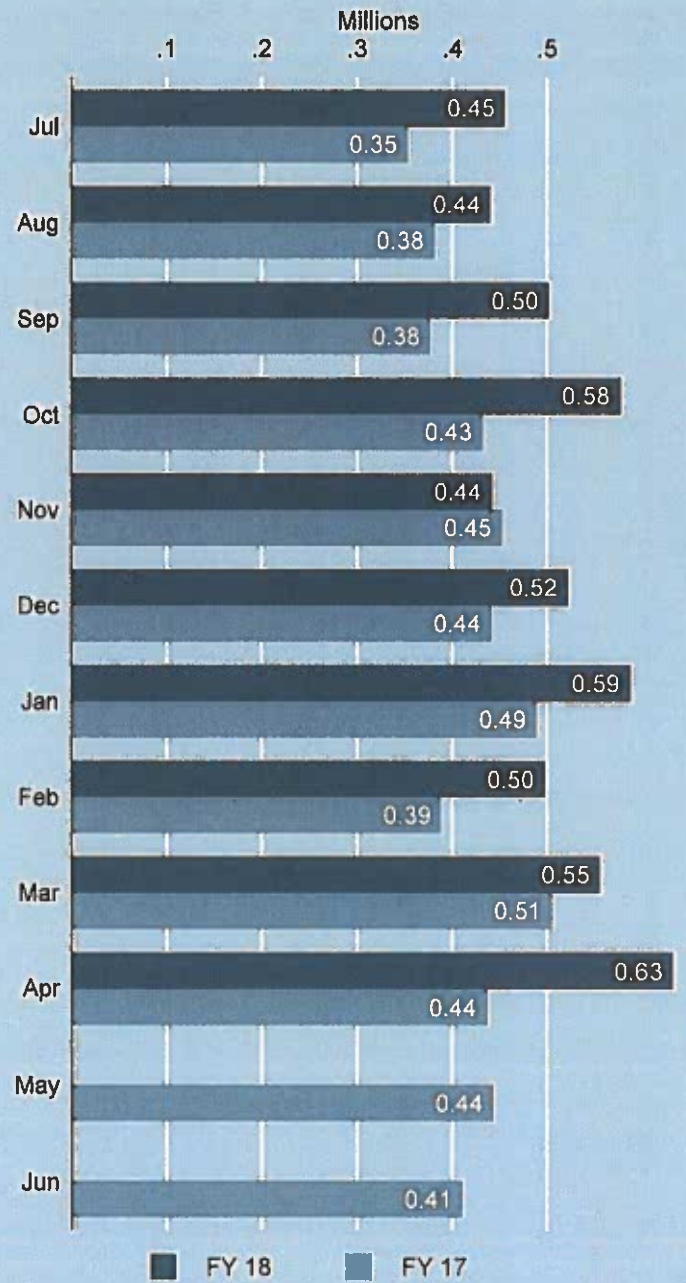
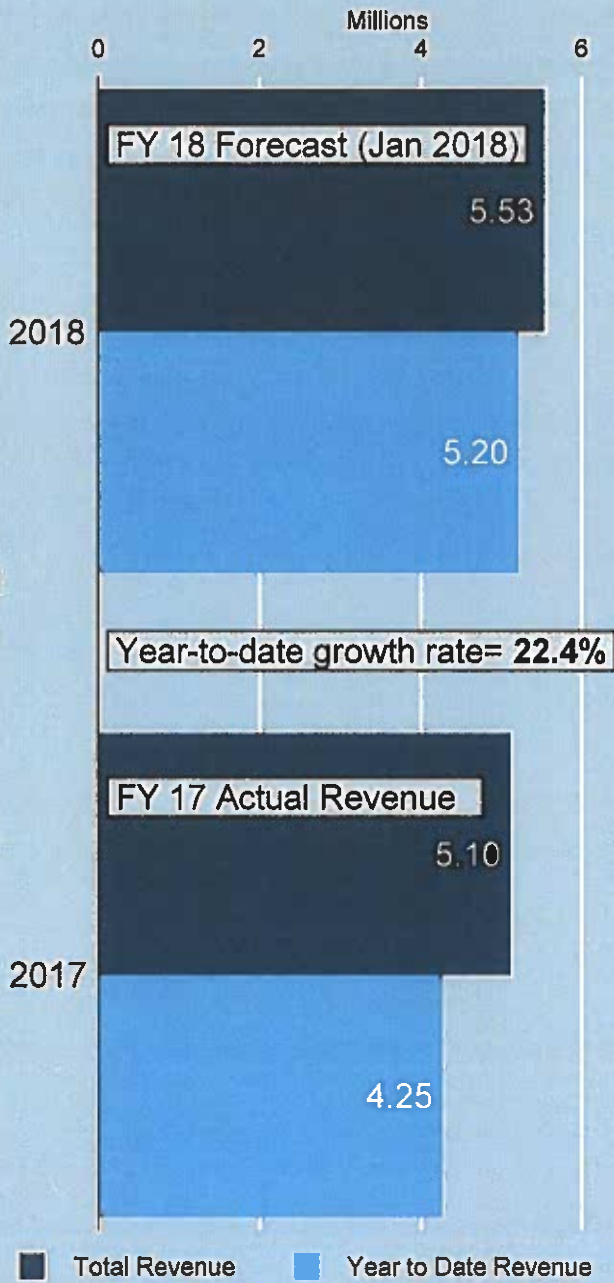
Vehicle Registration Fees to SRF



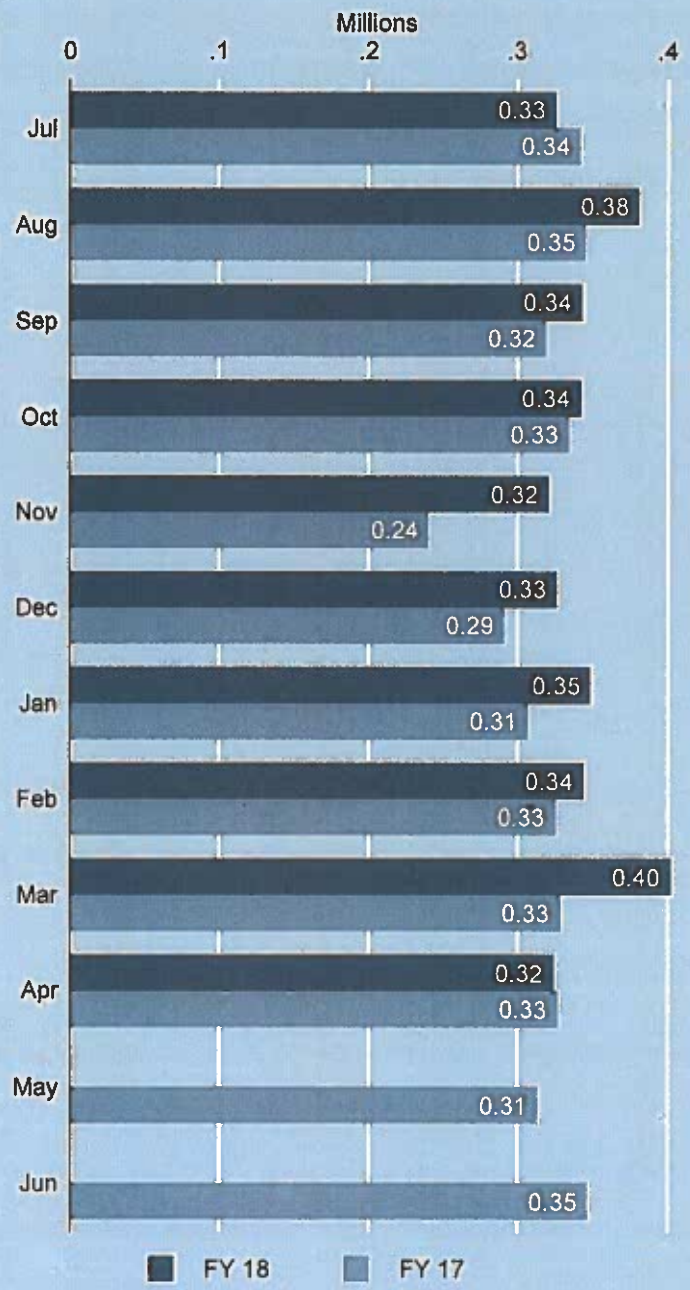
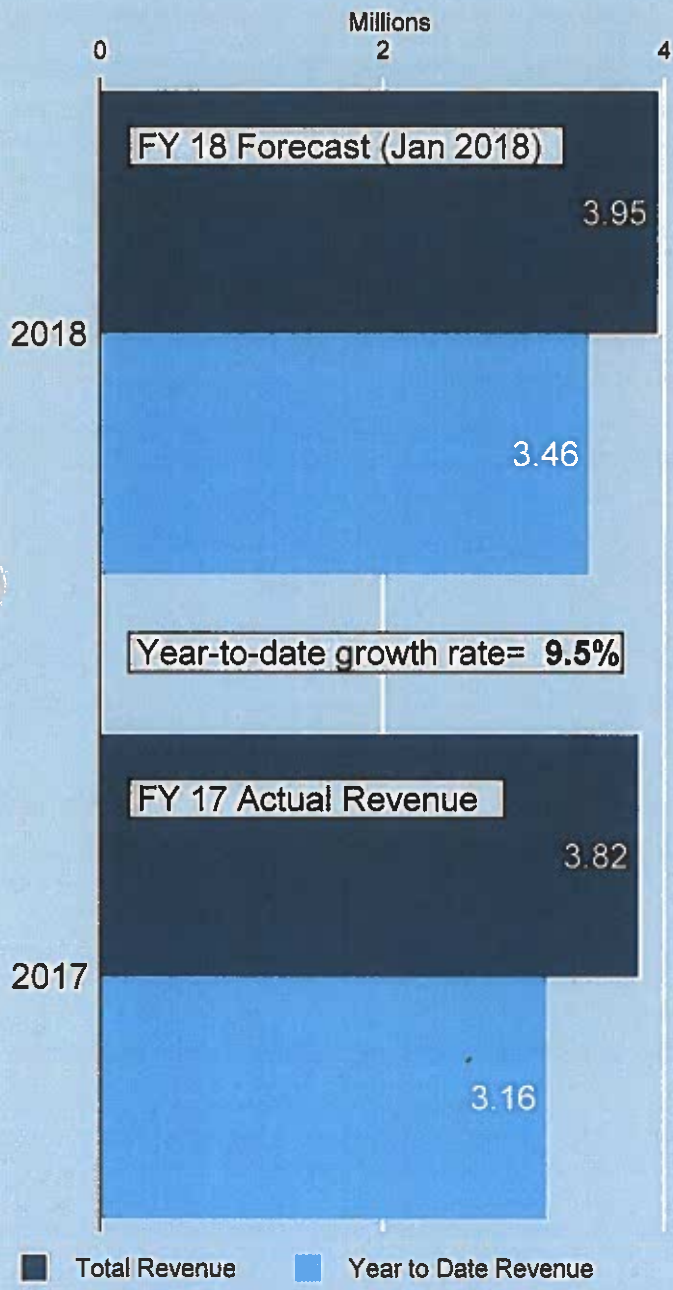
Trip Tax Revenue



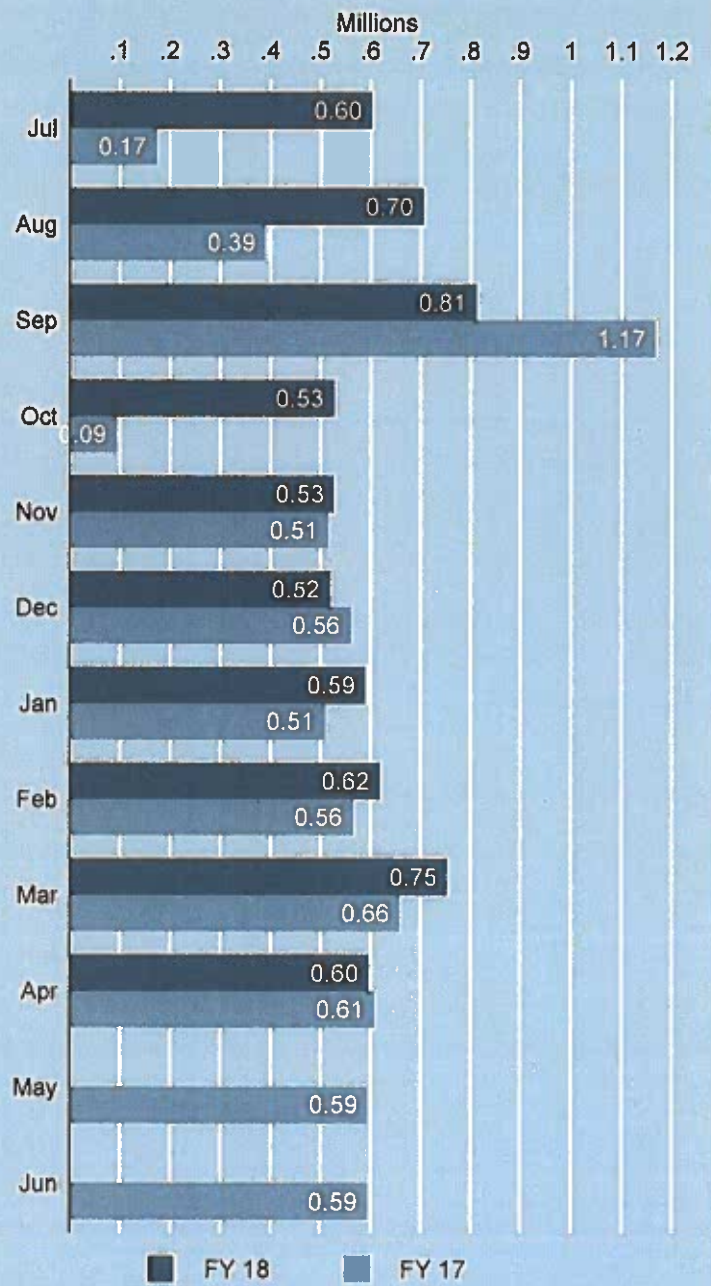
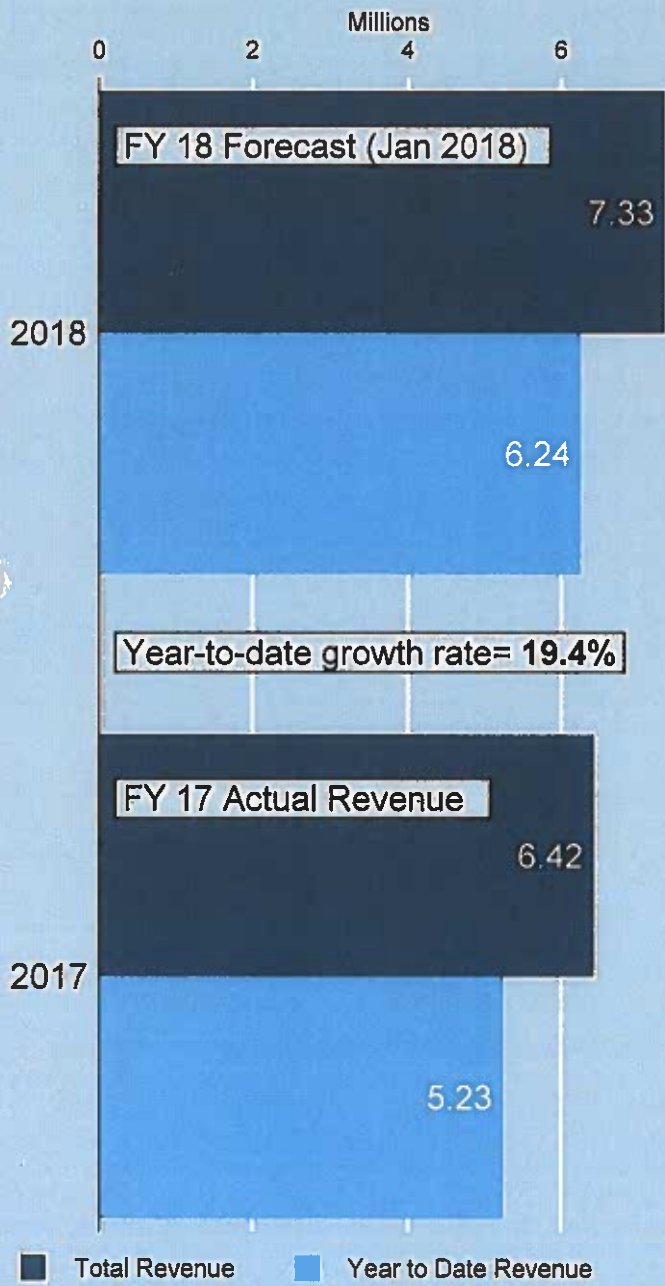
Oversize/Overweight Revenue



Driver's License Revenue to SRF

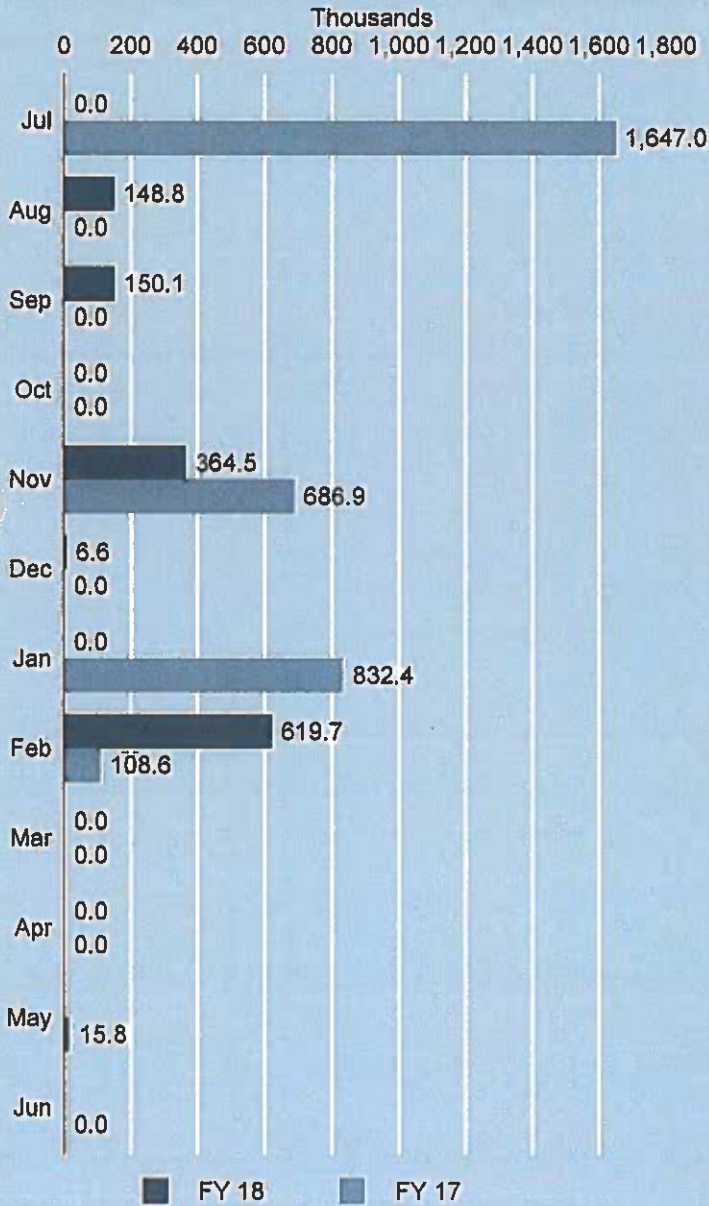


Vehicle Transaction & Other MVD Miscellaneous

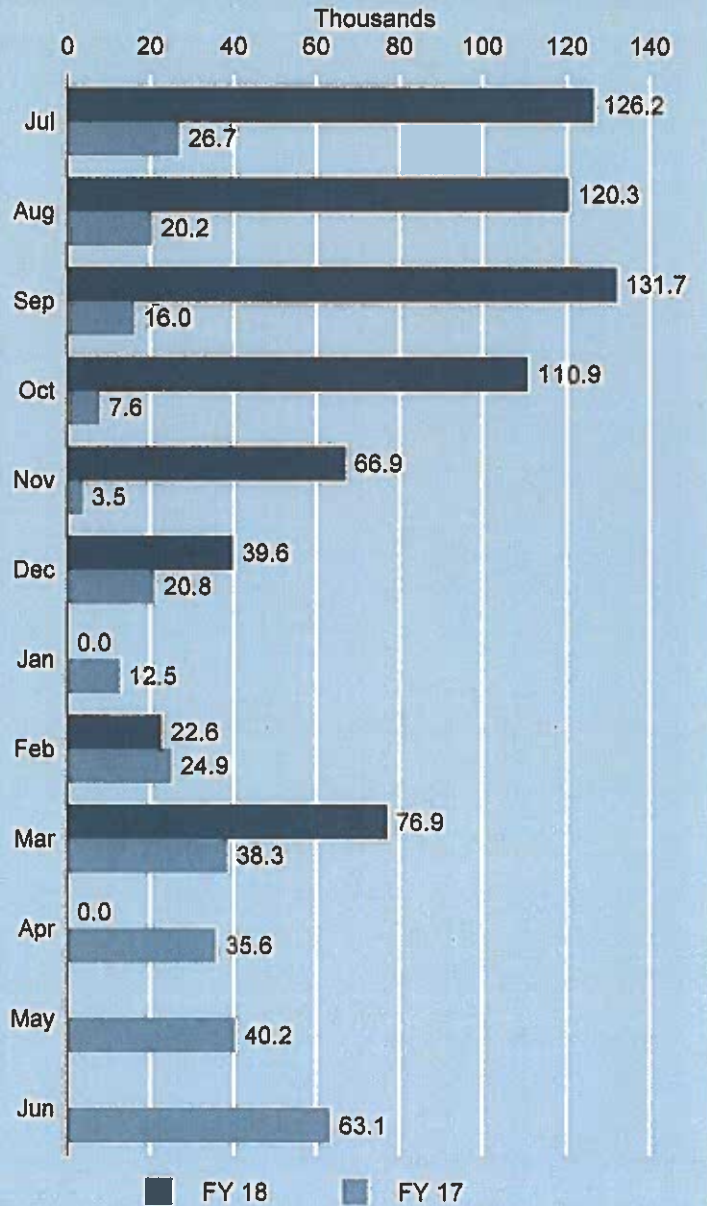


Other Revenues to SRF

Public Regulation Commission Fees



Interests to SRF



January 2018 Road Fund Forecast

NMDOT State Revenue Sources - Fiscal Years 2007 thru 2022

Road Fund:	Table 1																					
	(Dollars in thousands)																					
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	(O-L)	(O/L)	P	Q	R		
	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Jan-18	Jul-17	Jan-18	FY19	FY18 to FY19	FY17	FY20	FY21	FY22	
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Leg. Bud. Estimate	Revenue Update	Bud. Req. Estimate	Leg. Bud. Estimate	Budget Growth \$ Change	% Diff	Long Run Estimate	Long Run Estimate	Long Run Estimate	Long Run Estimate	
Road Fund -- Ordinary Revenue:																						
1 Gasoline Tax	114,577	107,671	108,125	109,163	109,282	104,987	111,795	107,998	110,672	110,892	113,022	110,900	114,000	112,200	113,300	2,400	2.2%	112,900	112,900	112,000	111,100	
2 Special Fuel Tax	97,008	101,483	85,559	88,029	91,078	92,326	92,563	92,923	97,566	97,341	100,066	99,810	105,400	103,550	105,700	5,890	5.9%	108,500	108,500	108,700	110,000	
3 Weight/Distance	88,365	77,424	75,485	69,598	74,916	72,786	73,489	75,367	79,985	82,990	84,008	88,460	87,100	89,900	89,700	1,240	1.4%	93,000	93,000	95,500	98,100	
4 Trip Tax	7,557	4,904	5,776	5,488	5,973	5,689	5,045	4,666	5,232	5,973	5,951	6,100	5,650	6,030	5,900	(200)	-3.3%	6,000	6,000	6,000	6,000	
5 Vehicle Registration	73,512	73,679	72,190	72,863	73,445	75,626	74,135	76,218	75,455	80,774	79,232	80,000	80,000	80,000	80,000	-	0.0%	80,000	80,000	80,000	80,000	
6 Vehicle Transaction	1,191	1,165	1,070	1,041	1,065	1,114	1,163	1,200	1,173	1,298	1,158	1,285	1,130	1,145	1,130	(155)	-12.1%	1,130	1,130	1,130	1,130	
7 Driver's License	4,329	4,738	4,622	4,493	4,718	4,424	4,227	4,193	4,158	3,841	3,816	3,860	3,950	3,840	4,010	150	3.9%	4,030	4,030	4,060	4,090	
8 Oversize/Overweight	4,590	4,961	4,539	3,778	4,687	4,820	4,805	5,026	5,229	4,997	5,104	4,570	5,530	5,270	5,730	1,160	25.4%	5,930	5,930	6,200	6,340	
9 Public Regulatory Commission Fees (UCR)	377	866	2,286	1,420	2,740	881	3,191	2,009	3,362	3,403	3,291	3,300	3,300	3,400	3,400	100	3.0%	3,400	3,400	3,400	3,400	
10 MVD Miscellaneous	2,452	2,570	2,569	2,735	2,725	2,991	3,100	3,302	3,509	5,426	5,260	4,120	6,000	5,700	6,000	1,880	45.6%	6,000	6,000	6,000	6,000	
11 Subtotal Ordinary Income	393,958	379,461	362,221	358,609	370,629	365,645	373,513	372,902	386,340	396,935	400,910	402,405	412,260	411,935	414,870	12,465	3.1%	420,890	422,990	428,950	426,160	
Road Fund -- Extraordinary Income:																						
12 All Other (Reimbursements, Asset Sales, etc.)	4,140	2,240	4,758	6,568	6,584	10,375	10,354	6,493	12,365	5,442	5,594	2,200	2,200	2,200	2,200	-	0.0%	2,200	2,200	2,200	2,200	
13 Rail Runner Track Maintenance Fees			4,080	2,000	2,350	17	2,014	1,782	2,143	3,031	4,989	2,000	2,000	2,000	2,000	-	0.0%	2,000	2,000	2,000	2,000	
14 Road Fund Interest	708	0	19	16	95	108	209	80	39	133	310	360	1,060	780	1,030	670	186.1%	1,320	1,320	1,560	1,610	
15 Subtotal Extraordinary Income	4,848	2,240	8,857	8,584	9,029	10,500	12,576	8,355	14,547	8,607	10,893	4,560	5,260	4,980	5,230	670	14.7%	5,520	5,520	5,760	5,810	
16 TOTAL (Recurring) ROAD FUND:	398,806	381,701	371,080	367,193	379,658	376,145	386,089	381,257	400,887	405,542	411,803	406,965	417,520	416,015	420,100	13,135	3.2%	426,410	428,750	431,970	431,970	
17 WIPP Settlement (Nonrecurring)										7,200	0	0	25,800	0	0	-	-	0	0	0	0	0
18 TOTAL ROAD FUND:	398,806	381,701	371,080	367,193	379,658	376,145	386,089	381,257	400,887	412,742	411,803	406,965	444,320	416,015	420,100	13,135	3.2%	426,410	428,750	431,970	431,970	

- This January 2018 forecast is one of two annual forecasts of NMDOT revenues. It has been reviewed by the State Consensus Revenue Estimating Group that includes economists from the Legislative Finance Committee, Taxation and Revenue Department, and Department of Finance and Administration.
- This update slightly increases FY 2019 Road Fund revenues (recurring "ordinary income") by \$3.8 million from the prior estimate published in July 2017 (an increase of 0.9%). FY 2019 Road Fund revenues are now estimated at \$414.9 million.
- FY 2018 Road Fund revenue is now expected to be \$10 million above the January, 2017 legislative budget estimate (2.4% higher).
- The increases in revenue are mainly due to slightly improved economic conditions and recovery in New Mexico, and a continuing positive outlook of the US economy.
 - In FY 2018, some non-economic factors (e.g. fuel audit payments, distribution of past-due revenues) have contributed to the upward revision.
 - Gasoline revenue has been benefiting from relatively low and stable petroleum prices. Nevertheless, increasing passenger vehicle efficiency and only modest increases in NM's population will keep gasoline revenue flat in the following fiscal years. Vehicle Registration also is expected to remain stable around \$80 million.
 - Weight Distance and Special Fuel revenues that more closely track the national economy are expected to grow. Weight Distance is forecast to grow on average around 3.2 percent, while Special Fuel growth is expected to be slightly lower (around 2%), because increasing heavy truck efficiency restrains revenue growth.
- The overall Road Fund growth rate (ordinary income) is expected to reach 2.8% in FY 2018, to slow down to 0.6% in FY 2019, and to remain below 1% in the following fiscal years.

NMDOT State Revenue Sources - Fiscal Years 2007 thru 2022

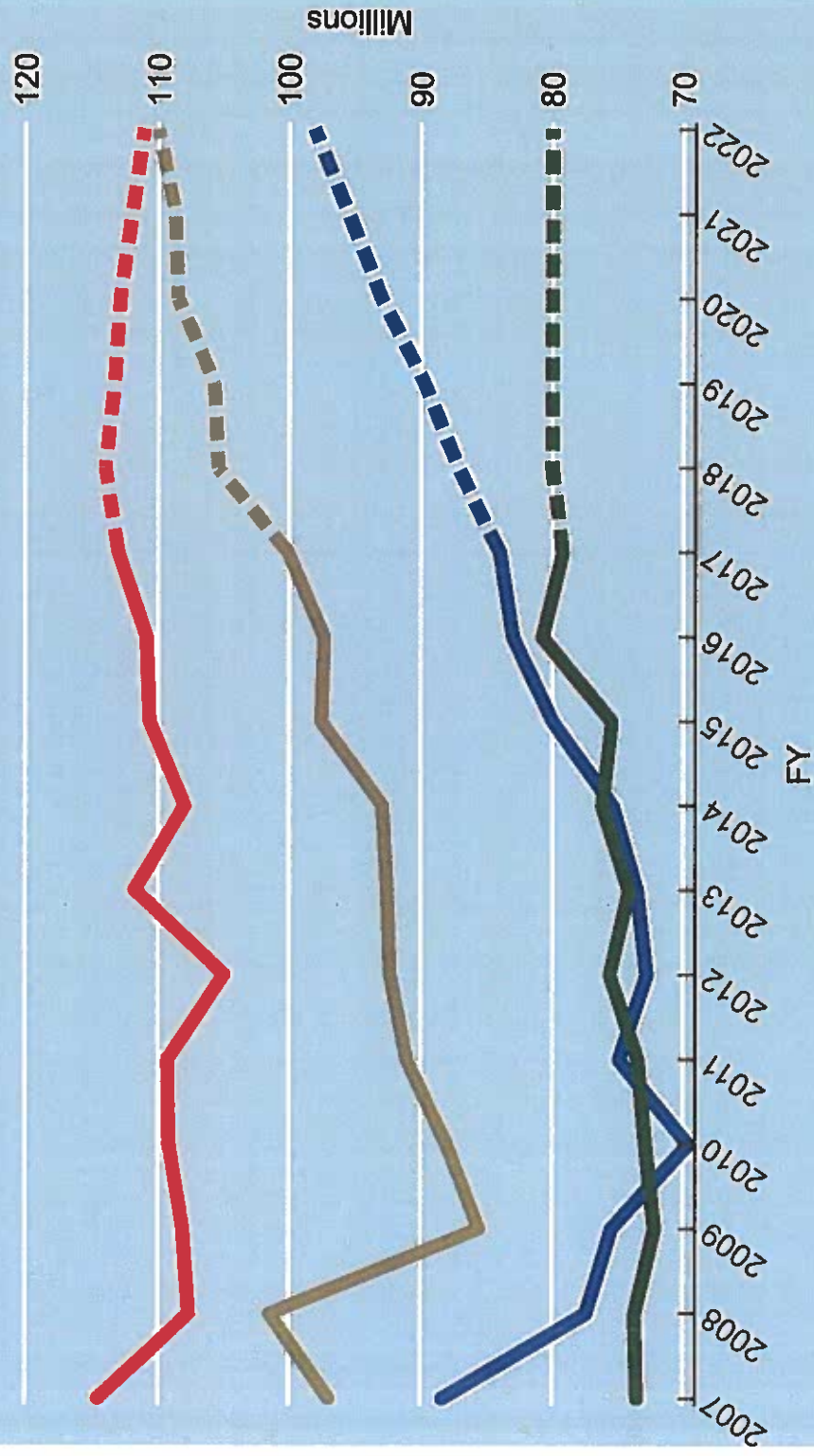
Table 2

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	(O-L)	(O-L)	P	Q	R	
	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	Jan-17	Jan-18	FY18 to FY19	FY19	Jul-17	Jul-17	FY22	
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Prelim. Actual	Leg. Bud. Estimate	Leg. Bud. Estimate	Bud. Req. Estimate	Leg. Bud. Estimate	Budget Growth	Estimate	Long Run Estimate	Long Run Estimate	Long Run Estimate	
												Update	Update	Update	Update	% Diff					
Other Funds:																					
Highway Infrastructure Fund:																					
19 Leased Vehicle Gross Receipts	4,844	6,963	5,444	5,397	5,657	5,731	5,214	5,889	5,773	5,949	5,964	6,282	6,050	6,517	6,010	(272)	-4.3%	5,990	5,980	6,030	
20 Tire Recycling Fees	1,758	1,782	1,604	1,791	1,806	1,831	1,807	1,836	1,810	1,943	1,868	1,925	1,900	1,870	1,900	(25)	-1.3%	1,900	1,900	1,900	
21 Interest	164	164	99	18	16	25	7	11	6	13	11	34	18	45	28	(6)	-17.6%	36	42	44	
22 Total Highway Infrastructure Fund	6,766	8,909	7,147	7,206	7,479	7,579	7,047	7,731	7,589	7,905	7,842	8,241	7,968	8,432	7,938	(503)	-3.7%	7,976	7,972	7,974	
23 Total State Infrastructure Bank	540	135	300	597	83	29	45	15	17	45	105	139	238	302	379	240	172.7%	489	575	595	
Local Government Road Fund:																					
24 From Interest	966	243	143	24	33	30	46	15	19	50	115	137	270	327	430	293	213.9%	554	651	674	
25 From Special Fuel	10,105	10,489	8,980	9,200	9,546	9,659	9,709	9,753	10,218	10,185	10,478	10,364	11,060	10,750	11,080	71.6	6.9%	11,380	11,400	11,540	
26 From PPL Fee	7,073	6,936	6,711	6,725	6,775	6,612	6,926	6,768	6,986	7,000	7,165	7,060	7,350	7,210	7,320	260	3.7%	7,380	7,350	7,350	
27 From DWI reinstatement fees & ID cards	1,068	1,113	1,129	784	1,015	971	929	896	896	919	783	900	720	800	720	(180)	-20.0%	720	720	720	
28 From Gasoline Tax (MAP)	2,248	2,116	2,126	2,145	2,147	2,066	2,195	2,123	2,174	2,178	2,218	2,178	2,237	2,203	2,224	46	2.1%	2,215	2,198	2,182	
29 Leased Vehicle Gross Receipts	1,615	2,321	1,815	1,799	1,886	1,910	1,738	1,963	1,924	1,983	1,988	2,043	2,020	2,182	2,000	(43)	-2.1%	2,000	1,990	2,010	
30 Total Local Government Road Fund	23,075	23,218	20,903	20,677	21,402	21,249	21,543	21,518	22,317	22,314	22,748	22,882	23,657	23,472	23,774	1,092	4.8%	24,249	24,309	24,476	
Aviation Fund:																					
31 Gasoline Taxes (Aviation)	406	382	384	387	387	372	395	393	392	393	400	393	404	398	401	8	2.0%	400	397	394	
32 Aviation Jet Fuel	826	932	1,314	1,852	1,667	2,808	1,952	1,542	1,243	661	639	940	840	930	790	(150)	-16.0%	860	950	1,000	
33 Aircraft License Fees	74	75	73	74	66	68	60	69	48	64	50	60	50	60	50	(10)	-16.7%	50	50	50	
34 0.046% General Fund GRT (Air Service)	883	891	783	779	855	747	0	1,106	1,009	931	951	945	975	990	1,000	55	5.8%	1,050	1,070	1,070	
35 General Fund (2007 Enhancement)	960	1,917	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	-	0.0%	3,000	3,000	3,000	
36 Aviation Fund Interest Earnings	107	34	8	8	16	20	36	12	14	31	56	89	123	193	196	107	120.2%	253	297	308	
37 Total Aviation Fund Income	2,189	3,347	4,504	6,100	5,991	7,016	5,443	6,112	5,707	5,080	5,097	5,427	5,392	5,571	5,437	10	0.2%	5,613	5,764	4,752	
Transportation Fund:																					
38 Motorcycle Registration (Fund 20600)	93	120	131	130	135	138	135	133	135	133	114	130	106	106	106	(24)	-18.5%	106	106	106	
39 Motorcycle Train. Fund Interest (20600)	5	9	2	1	0	0	0	0	0	0	0	1	-	-	-	(1)	-100.0%	-	-	-	
40 Driver Improvement Fees (10020)	205	208	193	331	349	340	319	271	274	256	226	240	230	200	230	(10)	-4.2%	230	230	230	
41 DWI Prevention (20700)	282	331	458	650	486	550	513	517	487	472	421	475	390	450	390	(85)	-17.9%	390	390	390	
42 Traffic Safety Fees (Fund 20800)	412	474	473	469	446	419	390	526	404	1,090	632	500	510	600	510	10	2.0%	510	510	510	
43 Traffic Safety Fees Interest (20800)	92	95	35	3	3	2	2	1	0	2	7	5	18	23	28	23	460.0%	36	42	44	
44 Community DWI Prevention Fee (20800)	700	1,021	1,150	1,000	1,017	838	789	363	426	513	375	400	350	400	350	(50)	-12.5%	350	350	350	
45 Red Light Fees (from AOC) (20800)	900	775	854	700	2,029	1,167	1,054	810	777	755	704	780	385	410	385	(395)	-50.6%	385	385	385	
46 Traffic Safety - Interlock Device (82600)	2,690	3,033	3,296	3,284	4,466	3,578	3,356	2,779	2,613	3,221	2,480	2,531	1,989	2,189	1,999	(532)	-21.0%	2,007	2,013	2,015	
47 Total Transportation Fund Income	434,066	420,343	407,229	405,056	419,079	415,595	423,523	418,728	439,028	444,106	450,074	442,985	456,764	455,981	459,677	13,642	3.1%	466,694	469,333	471,782	
48 TOTAL (Recurring) NMDOT Revenue	434,066	420,343	407,229	405,056	419,079	415,595	423,523	418,728	439,028	444,106	450,074	442,985	456,764	455,981	459,677	13,642	3.1%	466,694	469,333	471,782	
49 WIPP Settlement (Nonrecurring)										7,200		0	26,800	0	0	0	0	0	0	0	
50 TOTAL NMDOT STATE REVENUES	434,066	420,343	407,229	405,056	419,079	415,595	423,523	418,728	439,028	451,306	450,074	445,985	483,564	455,981	459,677	13,642	3.1%	466,694	469,333	471,782	

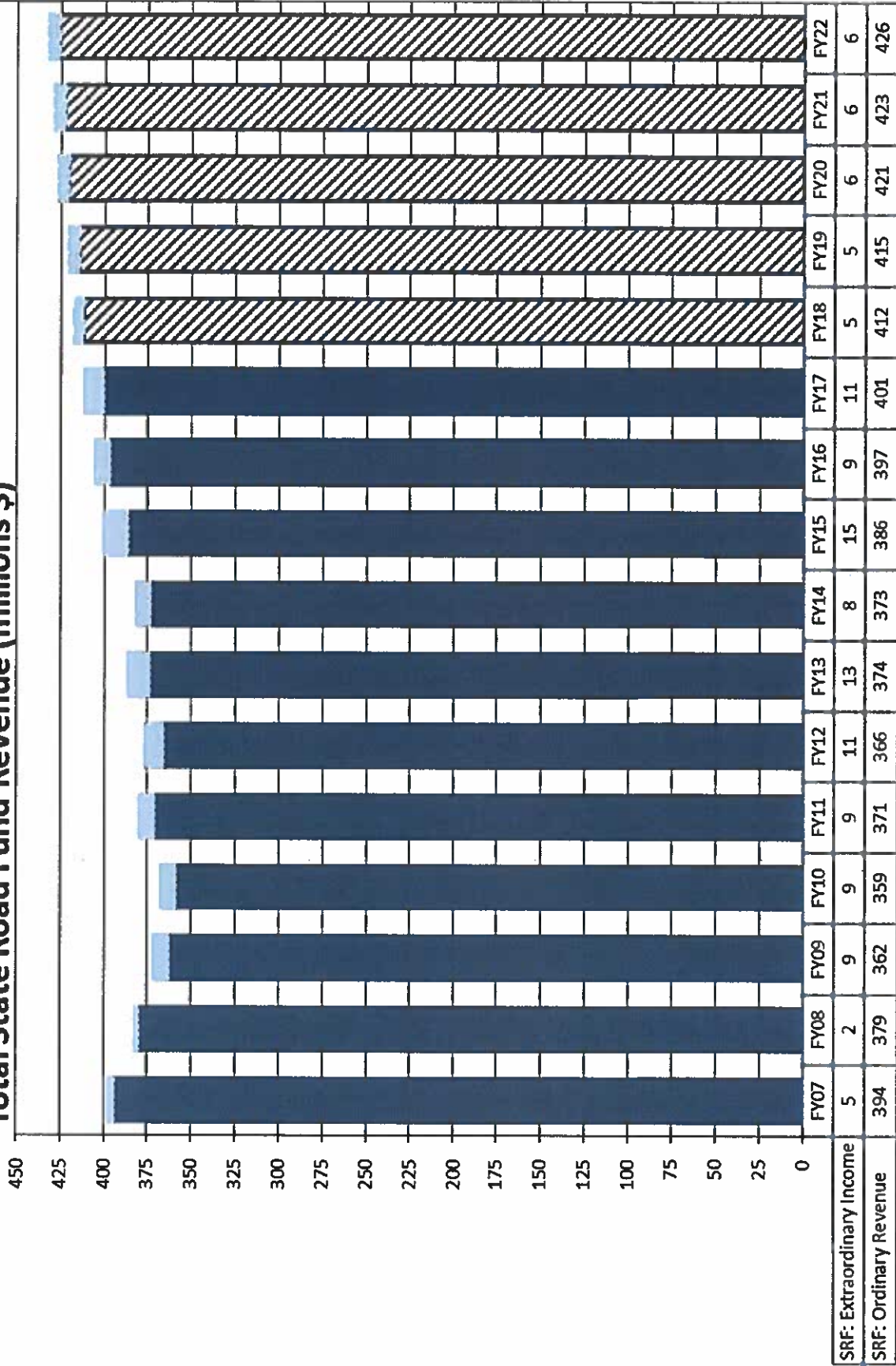
- Overall NMDOT state Funds are forecast at \$459.6 million in FY 2019 representing growth of 3.1% or \$13.6 million from the FY2018 budget.
- In FY 2018, the Aviation Fund, which suffered significant revenue losses in FY 2016 and FY 2017, has started to recover. However, in FY 2022 it will be negatively impacted by the sunset of the gross receipts tax distribution (\$7-1-6.7.C).
- Traffic Safety - Interlock Device Fund revised outlook reflects a reclassification of the \$300 thousand annual transfer from DFA.

Four Major State Road Fund Revenue Sources

- Gasoline
- Special Fuel
- Weight-Distance
- Vehicle Registration Fees



Total State Road Fund Revenue (millions \$)



NMDOT State Revenue Sources - Growth Rates

Road Fund:		FY07		FY08		FY09		FY10		FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY19		FY20		FY21		FY22					
		Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate						
Road Fund -- Ordinary Revenue:																																					
1	Gasoline Tax	4.4%	-6.0%	0.4%	1.0%	0.1%	-3.9%	6.5%	-3.4%	2.5%	0.2%	1.9%	0.9%	0.9%	1.9%	0.2%	1.9%	0.9%	0.9%	0.9%	0.9%	1.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
2	Special Fuel Tax	-0.1%	4.6%	-15.7%	2.9%	3.5%	1.4%	0.3%	0.4%	5.0%	-0.2%	2.8%	5.3%	0.3%	2.6%	-0.2%	2.8%	5.3%	0.3%	2.6%	-0.2%	2.8%	5.3%	0.3%	2.6%	-0.2%	2.8%	5.3%	0.3%	2.6%	-0.2%	2.8%	5.3%	0.3%	2.6%	-0.2%	2.8%
3	Weight/Distance	15.6%	-12.4%	-2.5%	-7.8%	7.6%	-2.8%	1.0%	2.6%	6.1%	3.8%	1.2%	3.7%	3.0%	3.7%	3.8%	1.2%	3.7%	3.0%	3.7%	3.8%	1.2%	3.7%	3.0%	3.7%	3.0%	3.7%	3.0%	3.7%	3.0%	3.7%	3.0%	3.7%	3.0%	3.7%	3.0%	3.7%
4	Trip Tax	-11.9%	-35.1%	17.8%	-5.0%	8.8%	-4.7%	-11.3%	-7.5%	12.1%	14.2%	-0.4%	-5.1%	4.4%	-5.1%	14.2%	-0.4%	-5.1%	4.4%	-5.1%	14.2%	-0.4%	-5.1%	4.4%	-5.1%	4.4%	-5.1%	4.4%	-5.1%	4.4%	-5.1%	4.4%	-5.1%	4.4%	-5.1%	4.4%	
5	Vehicle Registration	2.9%	0.2%	-2.0%	0.9%	0.8%	3.0%	-2.0%	2.8%	-1.0%	7.0%	-1.9%	1.0%	1.0%	-1.9%	7.0%	-1.9%	1.0%	1.0%	-1.9%	7.0%	-1.9%	1.0%	1.0%	-1.9%	7.0%	-1.9%	1.0%	1.0%	-1.9%	7.0%	-1.9%	1.0%	1.0%	-1.9%	7.0%	
6	Vehicle Transaction	-26.0%	-2.2%	-8.2%	-2.7%	2.3%	4.6%	4.4%	3.2%	-2.2%	10.6%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%	-10.8%	-2.4%	0.0%		
7	Driver's License	9.8%	9.4%	-2.4%	-2.8%	5.0%	-6.2%	-4.5%	-0.8%	-0.8%	-7.6%	-0.6%	3.5%	1.5%	-0.6%	-7.6%	-0.6%	3.5%	1.5%	-0.6%	-7.6%	-0.6%	3.5%	1.5%	-0.6%	-7.6%	-0.6%	3.5%	1.5%	-0.6%	-7.6%	-0.6%	3.5%	1.5%	-0.6%		
8	Oversize/Overweight	4.6%	8.1%	-8.5%	-16.8%	24.0%	2.8%	-0.3%	4.6%	4.0%	-4.4%	2.2%	8.3%	3.6%	-4.4%	-4.4%	2.2%	8.3%	3.6%	-4.4%	-4.4%	2.2%	8.3%	3.6%	-4.4%	-4.4%	2.2%	8.3%	3.6%	-4.4%	-4.4%	2.2%	8.3%	3.6%	-4.4%		
9	Public Regulatory Commission Fees	-89.7%	129.7%	164.0%	-37.9%	92.9%	-67.9%	262.2%	-37.0%	67.3%	1.2%	-3.3%	0.3%	3.0%	0.3%	1.2%	-3.3%	0.3%	3.0%	0.3%	1.2%	-3.3%	0.3%	3.0%	0.3%	1.2%	-3.3%	0.3%	3.0%	0.3%	1.2%	-3.3%	0.3%	3.0%	0.3%		
10	MVD Miscellaneous	3.3%	4.8%	-0.1%	6.5%	-0.4%	9.8%	3.6%	6.5%	6.3%	54.6%	-3.1%	17.9%	-3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
11	Subtotal Ordinary Income	3.9%	-3.7%	-4.5%	-1.0%	3.4%	-1.3%	2.2%	-0.2%	3.6%	2.7%	1.0%	2.8%	0.6%	1.5%	0.5%	0.7%	0.5%	0.6%	1.5%	0.5%	0.7%	0.5%	0.6%	1.5%	0.5%	0.7%	0.5%	0.6%	1.5%	0.5%	0.7%	0.5%	0.6%			
Road Fund -- Extraordinary Income:																																					
15	Subtotal Extraordinary Income	-46.4%	-53.8%	295.4%	-3.1%	5.2%	16.3%	19.8%	-33.6%	74.1%	-40.8%	26.6%	-51.7%	-0.6%	5.5%	4.3%	0.9%																				
16	TOTAL (Recurring) ROAD FUND	2.7%	-4.3%	-2.8%	-1.0%	3.4%	-0.9%	2.6%	-1.3%	5.1%	1.2%	1.5%	1.4%	0.6%	1.5%	0.5%	0.8%																				
Other Funds:																																					
Highway Infrastructure Fund:																																					
20	Total Highway Infrastructure Fund	-6.4%	31.7%	-19.8%	0.8%	3.8%	1.3%	-7.0%	0.0%	7.7%	4.2%	-0.8%	1.6%	-0.4%	-0.2%	-0.1%	0.7%																				
28	Total Local Government Road Fund	0.8%	0.6%	-10.0%	-1.1%	3.5%	-0.7%	1.4%	-0.1%	3.2%	0.4%	1.9%	4.0%	0.5%	2.0%	0.2%	0.7%																				
Aviation Fund:																																					
35	Total Aviation Fund Income	10.8%	52.9%	34.6%	35.4%	-1.8%	17.1%	-22.4%	12.3%	-6.6%	-11.0%	0.3%	5.8%	0.8%	3.2%	2.7%	-17.6%																				
Transportation Fund:																																					
45	Total Transportation Fund Income	-10.9%	12.8%	8.7%	-0.4%	36.0%	-19.9%	-6.2%	-17.2%	-6.0%	23.3%	-23.0%	-19.8%	0.5%	0.4%	0.3%	0.1%																				
46	TOTAL NMDOT STATE REVENUES	2.4%	-3.2%	-3.1%	-0.5%	3.5%	-0.8%	1.9%	-1.1%	4.8%	2.8%	-0.3%	7.4%	-5.0%	1.5%	0.6%	0.5%																				

In FY 2016 and FY 2018 line 46 "Total NMDOT State Revenues" includes WIPP Settlement money.

Upside and Downside Risks to the Forecast

- Possible impact of the federal mandate of **Electronic Logging Devices (ELDs)** on trucking **industry capacity and productivity (3%-5% reduction)** → potential impact on **FY 2019 Weight-Distance and Special Fuel revenues**
 - Starting from Dec 18, 2017 most interstate commercial drivers are required to replace paper log-books with ELDs to record their hours of service. Most carriers already adopt ELDs, but the industry believes that some small carriers, currently not complying with the hours-of-service regulations, will be negatively impacted.
 - Starting from April 1, 2018 non-compliant truck drivers may be placed out of service.
- **Oil price volatility** and the NM economy's reliance on **Oil and Gas Sector** → overall effect is uncertain
 - **Low and stable oil prices** tend to positively impact gasoline consumption → Consumers travel more and tend to buy bigger cars → **positive impact on Gasoline revenue and Motor Vehicle Registration revenue**
 - Low oil prices **negatively affect the NM economy**, total employment and population growth → negative effect on Gasoline revenue and Motor Vehicle Registration revenue
- **New MVD IT system (Tapestry)** tracks revenue information differently → more difficult y/y comparisons
 - Revenue reported as miscellaneous has substantially increased; other MVD revenues are down (e.g. Vehicle Transaction, Driver's License, Traffic Safety revenues, etc.)

Distribution of State Road User Revenues

January 2018 Forecast

% of total FY 2019

	2016	2017	2018	2019	Road Fund	NMDDOT State Rev
Gasoline Tax (17.0 cents / gallon)	6.7	6.9	6.9	6.9		
5.96% to County Government Road Fund						
0.13% to Metropolitan Tax Fund						
0.30% to State Action Fund						
16.30% to Metropolitan and Counties						
76.37% to State Road Fund (1.13 cents per gallon)	110.9	113.0	114.0	113.3		27.0%
5.96% to Metropolitan	8.7	8.9	8.9	8.9		
1.44% to Metropolitan Program (MAP)	2.2	2.2	2.2	2.2		
Special Fuel (diesel) Tax (21.0 cents/gallon ~ effective 7/1/2004)	97.3	100.1	105.4	105.7		25.2%
9.52% to Local Government Road Fund	10.2	10.5	11.1	11.1		
24.67% to Local Government Road Fund	7.0	7.0	7.2	7.1		
73.33% to Corrosion Action Fund	19.2	19.3	19.8	19.4		
Weight Distance Tax (10-44/mile)	83.0	84.0	87.1	89.7		21.4%
100% to State Road Fund						
Trip Tax (7¢-1¢/mile)	6.0	6.0	5.7	5.9		1.6%
100% to State Road Fund						
Overweight / Overweight Fees	5.0	5.1	5.5	5.7		1.2%
100% to State Road Fund						
Motor Trans. Regulatory Fees	3.4	3.3	3.3	3.4		0.7%
100% to State Road Fund						
Vehicle Registration Fees (\$21-\$172/year)	80.8	79.2	80.0	80.0		19.0%
20 cents on Each Registration to Identification Fund	8.2	8.1	8.1	8.1		
\$2.00 of each Motorcycle Registration to Motorcycle Training Fund	8.2	8.1	8.1	8.1		
\$2.00 of each Motorcycle Registration to the Taxation & Revenue Department	4.4	4.3	4.4	4.4		
100% of Recard Fee to Taxation and Revenue Department	6.6	6.5	6.5	6.5		
100% of Traffic Safety Training Fee (from Yearly Assessments) and Assistant Table Fee to State Road Fund						
Five Recycling Fee (effective 7/1/2002)						
\$1.00 Each Motorcycle						
\$ 0.50 per wheel of each bus						
\$ 1.50 each car or light truck						
\$ 1.50 each heavy truck						
20% to Highway Infrastructure Fund						
20% to Tax Recycling Fund						
\$1.00 to Highway Infrastructure Fund						
\$ 1.50 to Tax Recycling Fund						
Effective March 1, 2004, remaining revenues go to:						
71.65% to State Road Fund						
7.00% to County General Funds (allocated by Registration Fee on Vehicles to Each County)						
7.00% to County Road Funds (allocated by miles of public roads maintained)						
4.00% to Municipal Road Funds (allocated by property Tax and Taxable value)						
6.00% to County and Municipal General Funds (allocated by property Tax amounts due)						
\$5 or 36 to Municipal, County or Fire AGENTS						
50% to State Road Fund	1.3	1.2	1.1	1.1		0.3%
50% to County Road Fund (allocated by miles of public roads maintained)	1.3	1.2	1.1	1.1		0.2%
36 or 37 per License to Municipal, County or Fire Agents						
100% of Renewing Drivers License Fee to State Road Fund	3.6	3.6	4.0	4.0		1.0%
100% Limited License Fee to DWR Enforcement and Education Fund	0.5	0.4	*	*		0.5%
100% DWR Educational Fee and remainder of ED Cards to Local Gov. Road Fund	0.9	0.8	0.7	0.7		
100% Enhanced Drivers License Fee (ED) to Taxation & Revenue Department	2.0	1.9	*	*		
100% Driver Safety Fee (DS) to public schools for DWI education	1.5	1.5	*	*		
Transaction Fees (\$3 per Title or Registration)	1.3	1.2	1.1	1.1		0.3%
50% to State Road Fund						
50% to County Road Fund (allocated by miles of public roads maintained)						
Driver License Fees (\$10 per 4 year period + \$3 EDL + \$3 Driver Safety)	372.0	376.3	386.5	388.7		92.5%
36 or 37 per License to Municipal, County or Fire Agents	405.5	411.8	417.5	420.1		100.0%
100% of Renewing Drivers License Fee to State Road Fund						
100% Limited License Fee to DWR Enforcement and Education Fund						
100% DWR Educational Fee and remainder of ED Cards to Local Gov. Road Fund						
100% Enhanced Drivers License Fee (ED) to Taxation & Revenue Department						
100% Driver Safety Fee (DS) to public schools for DWI education						
Total Local Governments Road Fund	22.3	22.7	23.7	23.8		
Total Amount Distributed to Local Governments & other Recipients	105.2	105.5	104.0	103.2		
Total State Road Fund Revenues	372.0	376.3	386.5	388.7		92.5%
Total State Road Fund Revenues	405.5	411.8	417.5	420.1		100.0%
Total NMDDOT State Revenues	451.3	450.1	483.6	459.6		100%

* no estimates available



BUDGET



FY19 Operating Budget

May 1, 2018

Agency

- Overall, HB 2 totals \$886.3, a \$9.9 million increase from the approved FY18 operating budget. This includes \$420.1 million from State Road Fund revenues, \$39.1 million from restricted fund revenues, \$3.5 from a transfer from other agencies, \$22.3 million from State Road fund balance and restricted fund balance and \$401.3 million from Federal sources.
- This includes a \$0.6 million increase to Project Design and Construction; \$1.8 million increase to Highway Operations; \$0.6 million increase from Business Support; and a \$6.9 million increase to Modal.
- Major differences between FY18 and FY19; an increase of 3 FTE transfer in from DPS (Ports of Entry), elimination of \$6.0 million transfer to Taxation and Revenue Department, \$13.1 million increase in State Road Fund revenue; \$0.6 million increase in restricted fund revenue; and a \$2.0 million transfer in from TRD/DPS for Ports of Entry initiative.

	Agency				
	A	B	C	D	E
	FY18 Approved Operating	FY19 Request	HB 2 2018 Session FY19	Dollar Change (C-B)	Dollar Change (C-A)
1 Expenditures					
2 200 - Personal Services and Employee Benefits	\$159,792.8	\$159,798.8	\$162,164.6	\$2,365.8	\$2,371.8
3 300 - Contractual Services	\$402,237.3	\$396,192.6	\$411,307.6	\$15,115.0	\$9,070.3
4 400 - Other	\$308,365.5	\$305,410.6	\$312,864.6	\$7,454.0	\$4,499.1
5 500 - Other Financing Uses	\$6,000.0	\$0.0	\$0.0	\$0.0	(\$6,000.0)
6 Total Expenditures	\$876,395.6	\$861,402.0	\$886,336.8	\$24,934.8	\$9,941.2
7 FTE	2,503.5	2,506.5	2,506.5	-	3
8					
9 Revenues					
10 State Revenues					
11 State Road Fund (SRF)	\$406,958.8	\$416,015.0	\$420,098.4	\$4,083.4	\$13,139.6
12 Highway Infrastructure Fund (HIF) - Restricted	\$8,219.0	\$8,432.0	\$7,938.0	(\$494.0)	(\$281.0)
13 State Infrastructure Bank (SIB) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14 Local Government Road Fund (LGRF) - Restricted	\$22,682.0	\$23,472.0	\$23,774.0	\$302.0	\$1,092.0
15 State Aviation Fund - Restricted	\$5,427.0	\$5,571.0	\$5,437.0	(\$134.0)	\$10.0
16 Transportation/Traffic Safety Funds - Restricted	\$2,231.0	\$2,189.0	\$1,999.0	(\$190.0)	(\$232.0)
17 Total State Revenues	\$445,517.8	\$455,679.0	\$459,246.4	\$3,567.4	\$13,728.6
18 Other Revenues					
19 Transfers from Other State Agencies	\$1,471.0	\$1,471.0	\$3,519.4	\$2,048.4	\$2,048.4
20 Other Revenues	\$1,471.0	\$1,471.0	\$9,519.4	\$2,048.4	\$2,048.4
21 Restricted Fund Balances					
22 State Infrastructure Bank	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23 Aviation Fund	\$0.0	\$0.0	\$5,009.7	\$5,009.7	\$5,009.7
24 Traffic Safety	\$0.0	\$0.0	\$4.3	\$4.3	\$4.3
25 Local Government Road Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26 HIF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27 WIPP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28 State Road Fund Balances	\$27,955.0	\$3,000.0	\$17,281.7	\$14,281.7	(\$10,673.3)
29 Total Fund Balances	\$27,955.0	\$3,000.0	\$22,295.7	\$19,295.7	(\$5,659.3)
30 General Funding Estimates					
31 General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32 Total General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
33 Federal Funding Estimates					
34 FHWA Funding	\$367,653.0	\$367,453.2	\$367,453.2	\$0.0	(\$199.8)
35 National Highway Traffic Safety Administration	\$15,731.4	\$15,731.4	\$15,748.0	\$16.6	\$16.6
36 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
37 Federal Transit Administration (FTA)	\$16,637.6	\$16,637.6	\$16,644.3	\$6.7	\$6.7
38 Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
39 Rec Trails	\$1,429.8	\$1,429.8	\$1,429.8	\$0.0	\$0.0
40 Total Federal Revenues	\$401,451.8	\$401,275.3	\$401,275.3	\$23.3	(\$176.5)
41 Total Revenues	\$876,395.6	\$861,402.0	\$886,336.8	\$24,934.8	\$9,941.2

Project Design and Construction

- Overall, HB 2 for Project Design and Construction totals \$536.7 million; a \$0.6 million increase from FY18 approved operating levels. This includes \$128.7 million from State Road Fund revenues, \$31.7 million from Restricted Fund revenues, \$10.4 million from State Road fund balance, and \$365.9 million from Federal sources.
- In addition, HB 2 utilizes the use of \$10.0 million of State Road fund balance for 100% state projects and to accommodate a two percent salary increase.
- Key Features are as follows:
 - Personal Services and employee benefits - 11% vacancy rate; 8 FTE transferred to P564.
 - Non-probationary employees receiving a 2% pay increase totaling \$0.4 million.
 - \$319.1 Road Betterments construction.
 - \$23.8 million for the Local Government Road Fund.
 - \$156.1 million for debt service-principal, interest and related fees.
 - \$37.8 million- State Road Fund (Rail Runner)/State Match.
 - \$109.7 million- FHWA (80/20).
 - \$7.9 million- Highway Infrastructure Bank.

		PDC					
	A	B	C	D	E		
	FY18 Approved Operating	FY19 Request	HB 2 2018 Session FY19	Dollar Change (C-B)	Dollar Change (C-A)		
1	Expenditures						
2	200 - Personal Services and Employee Benefits	\$25,468.8	\$25,468.8	(\$80.0)	(\$80.0)		
3	300 - Contractual Services	\$319,376.1	\$316,065.3	\$10,000.0	\$6,688.2		
4	400 - Other	\$188,211.8	\$185,426.9	\$192.0	(\$2,976.9)		
5	500 - Other Financing Uses	\$3,000.0	\$0.0	\$0.0	(\$3,000.0)		
6	Total Expenditures	\$536,056.7	\$536,689.0	\$9,728.0	\$632.3		
7	FTE	365.0	358.0	(7.0)	(8.0)		
8							
9	Revenues						
10	State Revenues						
11	State Road Fund (SRF)	\$120,117.9	\$129,174.0	\$128,654.0	\$8,536.1		
12	Highway Infrastructure Fund (HIF) - Restricted	\$8,219.0	\$8,432.0	\$7,938.0	(\$281.0)		
13	State Infrastructure Bank (SIB) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0		
14	Local Government Road Fund (LGRF) - Restricted	\$22,682.0	\$23,472.0	\$23,774.0	\$302.0		
15	State Aviation Fund - Restricted	\$0.0	\$0.0	\$0.0	\$0.0		
16	Transportation/Traffic Safety Funds - Restricted	\$0.0	\$0.0	\$0.0	\$0.0		
17	Total State Revenues	\$151,018.9	\$161,078.0	\$160,366.0	\$712.0		
18	Other Revenues	\$0.0	\$0.0	\$0.0	\$0.0		
19	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	\$0.0		
20	Other Revenues	\$0.0	\$0.0	\$0.0	\$0.0		
21	Restricted Fund Balances						
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	\$0.0		
23	Aviation Fund	\$0.0	\$0.0	\$0.0	\$0.0		
24	Traffic Safety	\$0.0	\$0.0	\$0.0	\$0.0		
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	\$0.0		
26	HIF	\$0.0	\$0.0	\$0.0	\$0.0		
27	WIPP	\$0.0	\$0.0	\$0.0	\$0.0		
28	State Road Fund Balances	\$18,955.0	\$0.0	\$10,440.0	(\$8,515.0)		
29	Total Fund Balances	\$18,955.0	\$0.0	\$10,440.0	(\$8,515.0)		
30	General Funding Estimates						
31	General Fund	\$0.0	\$0.0	\$0.0	\$0.0		
32	Total General Fund	\$0.0	\$0.0	\$0.0	\$0.0		
33	Federal Funding Estimates						
34	FHWA Funding	\$364,653.0	\$364,453.2	\$364,453.2	(\$199.8)		
35	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	\$0.0		
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	\$0.0		
37	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	\$0.0		
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	\$0.0		
39	Rec Trails	\$1,429.8	\$1,429.8	\$1,429.8	\$0.0		
40	Total Federal Revenues	\$366,082.8	\$365,883.0	\$365,883.0	(\$199.8)		
41	Total Revenues	\$536,056.7	\$526,961.0	\$536,689.0	\$9,728.0		

Highway Operations

- Overall, HB 2 for Highway Operations totals \$235.6 million; a \$1.8 million dollar increase from the FY18 approved operating levels. This includes \$229.1 million from State Road Fund revenues, \$3.5 million from State Road fund balance, and \$3.0 million from Federal sources.
- In general, HB 2 for Highway Operations increased due to a two percent increase in payroll services and benefits and an elimination of \$3.0 million transferred to Taxation and Revenue Department.
- Key features include:
 - Personal services & employee benefits – 9% vacancy rate; 2 FTE transferred in from P564.
 - Non-probationary employees receiving a 2% pay increase totaling \$1.5 million.
 - Highway Road Betterments \$81.5 million:
 - Contract Maintenance - \$43.7 million.
 - Field Supplies - \$37.8 million.
 - Fleet Management \$10.0 million.

	A	B	C	D	E
	FY18 Approved Operating	FY19 Request	HB 2 2018 Session FY19	Dollar Change (C-B)	Dollar Change (C-A)
1	Expenditures				
2	200 - Personal Services and Employee Benefits	\$104,510.1	\$106,240.8	\$1,730.7	\$1,730.7
3	300 - Contractual Services	\$49,772.5	\$49,407.6	\$4,085.0	(\$365.0)
4	400 - Other	\$76,512.2	\$79,962.2	\$2,000.0	\$3,450.0
5	500 - Other Financing Uses	\$3,000.0	\$0.0	\$0.0	(\$3,000.0)
6	Total Expenditures	\$233,794.9	\$235,610.6	\$7,815.7	\$1,815.7
7	FTE	1,827.7	1,829.7	2.0	2.0
8					
9	Revenues				
10	State Revenues				
11	State Road Fund (SRF)	\$224,794.9	\$229,078.6	\$4,283.7	\$4,283.7
12	Highway Infrastructure Fund (HIF) -- Restricted	\$0.0	\$0.0	\$0.0	\$0.0
13	State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0	\$0.0
14	Local Government Road Fund (LGRF) -- Restricted	\$0.0	\$0.0	\$0.0	\$0.0
15	State Aviation Fund -- Restricted	\$0.0	\$0.0	\$0.0	\$0.0
16	Transportation/Traffic Safety Funds -- Restricted	\$0.0	\$0.0	\$0.0	\$0.0
17	Total State Revenues	\$224,794.9	\$229,078.6	\$4,283.7	\$4,283.7
18	Other Revenues	\$0.0	\$0.0	\$0.0	\$0.0
19	Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	\$0.0
20	Other Revenues	\$0.0	\$0.0	\$0.0	\$0.0
21	Restricted Fund Balances				
22	State Infrastructure Bank	\$0.0	\$0.0	\$0.0	\$0.0
23	Aviation Fund	\$0.0	\$0.0	\$0.0	\$0.0
24	Traffic Safety	\$0.0	\$0.0	\$0.0	\$0.0
25	Local Government Road Fund	\$0.0	\$0.0	\$0.0	\$0.0
26	HIF	\$0.0	\$0.0	\$0.0	\$0.0
27	WIPP	\$0.0	\$0.0	\$0.0	\$0.0
28	State Road Fund Balances	\$6,000.0	\$3,532.0	\$2,468.0	(\$2,468.0)
29	Total Fund Balances	\$6,000.0	\$3,532.0	\$2,468.0	(\$2,468.0)
30	General Funding Estimates				
31	General Fund	\$0.0	\$0.0	\$0.0	\$0.0
32	Total General Fund	\$0.0	\$0.0	\$0.0	\$0.0
33	Federal Funding Estimates				
34	FHWA Funding	\$5,000.0	\$3,000.0	\$2,000.0	\$0.0
35	National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	\$0.0
36	Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	\$0.0
37	Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	\$0.0
38	Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	\$0.0
39	Rec Trails	\$0.0	\$0.0	\$0.0	\$0.0
40	Total Federal Revenues	\$3,000.0	\$3,000.0	\$0.0	\$0.0
41	Total Revenues	\$233,794.9	\$235,610.6	\$7,815.7	\$1,815.7

Business Support

- Overall, HB 2 for Business Support totals \$42.7 million, a \$0.6 million increase compared to FY18 operating levels. This includes \$42.5 million from State Road Fund revenues and \$0.3 of State Road Fund balance.
- In general, HB2 for Business Support increased by 6 FTE from P562, Project Oversight Division and a 2% payroll services and benefits increase for non-probationary employees totaling \$0.2 million.
- Business Support is responsible for paying all “agency wide” costs for the department including the following:
 - GSD charges - \$6.9 million.
 - DoIT charges – Tech, HRMS, and Telecommunication charges - \$4.6 million (radio charges of \$2.2 million billed directly to Highway Operations).
 - Audit Services & Financial Statements - \$0.3 million.
 - Agency-wide costs including GSD and DoIT rates account for \$11.8 million, or 27.7 percent of all Business Support costs.

	BSUP				
	A	B	C	D	E
	FY18 Approved Operating	FY19 Request	HB 2 2018 Session FY19	Dollar Change (C-B)	Dollar Change (C-A)
1 Expenditures					
2 200 - Personal Services and Employee Benefits	\$24,757.5	\$24,757.5	\$25,340.4	\$582.9	\$582.9
3 300 - Contractual Services	\$4,458.8	\$4,321.9	\$4,321.9	\$0.0	(\$136.9)
4 400 - Other	\$42,949.4	\$13,086.3	\$13,086.3	\$0.0	\$136.9
5 500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6 Total Expenditures	\$42,165.7	\$42,165.7	\$42,748.6	\$582.9	\$582.9
7 FTE	236.8	237.8	242.8	5.0	6.0
8 Revenues					
9 State Revenues					
10 State Road Fund (SRF)	\$42,165.7	\$42,165.7	\$42,486.0	\$320.3	\$320.3
11 Highway Infrastructure Fund (HIF) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
12 State Infrastructure Bank (SIB) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13 Local Government Road Fund (LGRF) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14 State Aviation Fund - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15 Transportation/Traffic Safety Funds - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
16 Total State Revenues	\$42,165.7	\$42,165.7	\$42,486.0	\$320.3	\$320.3
17 Other Revenues					
18 Transfers from Other State Agencies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
19 Other Revenues	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Restricted Fund Balances					
21 State Infrastructure Bank	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
22 Aviation Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23 Traffic Safety	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
24 Local Government Road Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25 HIF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26 WIPP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27 State Road Fund Balances	\$0.0	\$0.0	\$262.6	\$262.6	\$262.6
28 Total Fund Balances	\$0.0	\$0.0	\$262.6	\$262.6	\$262.6
29 General Funding Estimates					
30 General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
31 Total General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32 Federal Funding Estimates					
33 FHWA Funding	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
34 National Highway Traffic Safety Administration	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
35 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
36 Federal Transit Administration (FTA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
37 Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
38 Rec Trails	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
39 Total Federal Revenues	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Total Revenues	\$42,165.7	\$42,165.7	\$42,748.6	\$582.9	\$582.9

MODAL

- Overall, HB 2 for Modal totals \$71.3 million; a \$6.9 million increase from FY18 approved operating levels. This includes \$19.9 million from State Road Fund revenues; \$7.4 million from restricted revenue; \$3.5 million from Other State Agencies transfers; \$3.0 million from State Road fund balance, \$5.0 from restricted fund balance and \$32.4 million from Federal sources.

- In general, HB 2 for Modal transfers in \$3.5 million from Other State Agencies:
 - \$0.3 million from Department of Finance and Administration to the Ignition Interlock Fund.
 - \$3.2 million from Taxation and Revenue Department to the Ports of Entry Initiative.

- Key Features Include:
 - Personal Services and employees benefits increase by \$0.01 million due to the 2% salary increase, 10% vacancy rate, and, 2 FTE increase from DPS for Ports of Entry.
 - \$3.0 million from State Road Fund balance to support the Ports of Entry initiative.

MODAL

	A	B	C	D	E
	FY18 Approved Operating	FY19 Request	HB 2 2018 Session FY19	Dollar Change (C-B)	Dollar Change (C-A)
1 Expenditures					
2 200 - Personal Services and Employee Benefits	\$5,056.4	\$5,062.4	\$5,194.6	\$132.2	\$138.2
3 300 - Contractual Services	\$28,629.8	\$30,482.8	\$31,512.8	\$1,030.0	\$2,883.0
4 400 - Other	\$30,692.1	\$28,935.2	\$34,581.2	\$5,646.0	\$3,889.1
5 500 - Other Financing Uses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
6 Total Expenditures	\$64,378.3	\$64,480.4	\$71,288.6	\$6,808.2	\$6,910.3
7 FTE	73.0	76.0	76.0		3.0
8					
9 Revenues					
10 State Revenues					
11 State Road Fund (SRF)	\$19,880.3	\$19,880.4	\$19,879.8	(\$0.6)	(\$0.5)
12 Highway Infrastructure Fund (HIF) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
13 State Infrastructure Bank (SIB) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
14 Local Government Road Fund (LGRF) - Restricted	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
15 State Aviation Fund - Restricted	\$5,427.0	\$5,571.0	\$5,437.0	(\$134.0)	\$10.0
16 Transportation/Traffic Safety Funds - Restricted	\$2,231.0	\$2,189.0	\$1,999.0	(\$190.0)	(\$232.0)
17 Total State Revenues	\$27,538.3	\$27,640.4	\$27,315.8	(\$324.6)	(\$222.5)
18 Other Revenues					
19 Transfers from Other State Agencies	\$1,471.0	\$1,471.0	\$3,519.4	\$2,048.4	\$2,048.4
20 Other Revenues	\$1,471.0	\$1,471.0	\$3,519.4	\$2,048.4	\$2,048.4
21 Restricted Fund Balances					
22 State Infrastructure Bank	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
23 Aviation Fund	\$0.0	\$0.0	\$5,009.7	\$5,009.7	\$5,009.7
24 Traffic Safety	\$0.0	\$0.0	\$4.3	\$4.3	\$4.3
25 Local Government Road Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
26 HIF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27 WIPP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
28 State Road Fund Balances	\$3,000.0	\$3,000.0	\$3,047.1	\$47.1	\$47.1
29 Total Fund Balances	\$3,000.0	\$3,000.0	\$8,061.1	\$5,061.1	\$5,061.1
30 General Funding Estimates					
31 General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
32 Total General Fund	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
33 Federal Funding Estimates					
34 FHWA Funding	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
35 National Highway Traffic Safety Administration	\$15,731.4	\$15,731.4	\$15,748.0	\$16.6	\$16.6
36 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
37 Federal Transit Administration (FTA)	\$16,637.6	\$16,637.6	\$16,644.3	\$6.7	\$6.7
38 Federal Railroad Administration (FRA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
39 Rec Trails	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Total Federal Revenues	\$32,369.0	\$32,369.0	\$32,392.3	\$23.3	\$23.3
41 Total Revenues	\$64,378.3	\$64,480.4	\$71,288.6	\$6,808.2	\$6,910.3

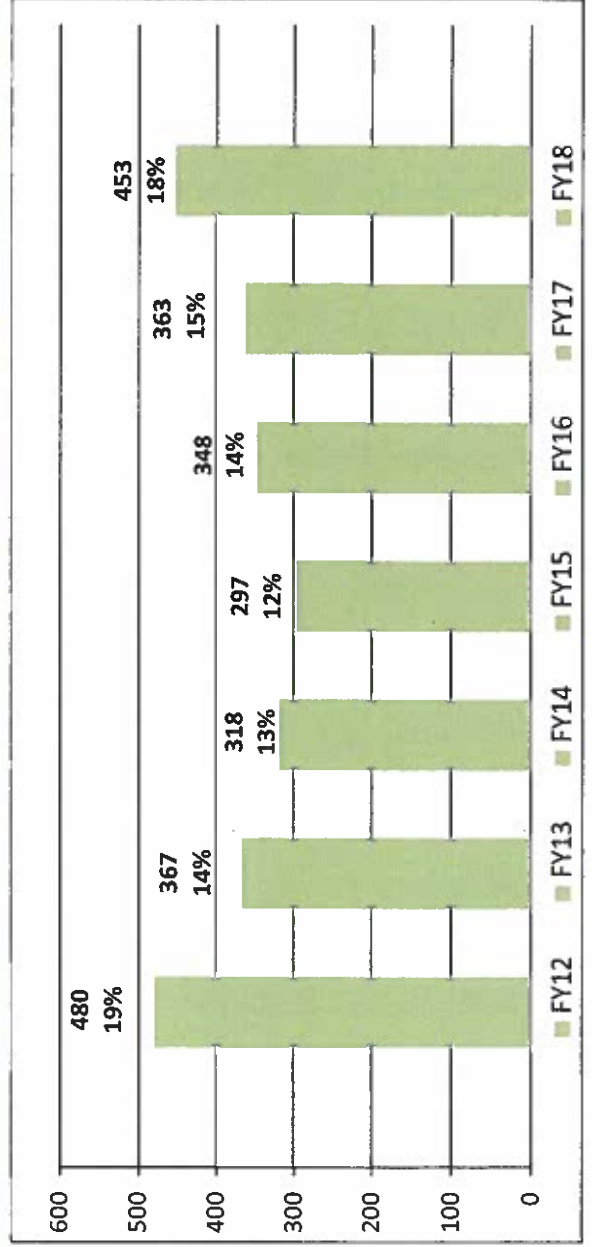
FY 2018 NMDOT PERM & TERM VACANCIES by District (VACANCY RATE)

	DISTRICTS				PROGRAMS & INFRASTRUCTURE						GEN-OF					
	Dist 1	Dist 2	Dist 3	Dist 4	Dist 5	Dist 6	Transp & Hwy Ops ADMIN	Transp & Hwy Ops Totals (P563)	Progs	Planning	Intra-struct.	PINF Totals (P562)	MODAL (P565)	Business Support (P564)	General Office-PINF & Modal Totals	Agency Totals
Y17 END	8.53%	9.92%	15.53%	16.48%	13.76%	12.92%	17.54%	12.91%	0.00%	20.63%	22.92%	22.04%	8.22%	16.40%	19.25%	14.59%
1st Qtr END	10.58%	10.84%	15.05%	17.80%	13.76%	12.50%	15.74%	13.51%	0.00%	16.18%	23.93%	21.31%	17.81%	19.43%	20.27%	15.34%
2nd Qtr END	11.26%	13.55%	18.93%	20.39%	15.60%	11.67%	14.08%	15.10%	0.00%	22.06%	22.86%	21.58%	20.55%	16.05%	19.53%	16.30%
3rd Qtr END	8.87%	15.36%	20.39%	21.68%	11.93%	11.67%	12.43%	14.66%	77.78%	25.00%	27.14%	29.23%	4.11%	0.00%	16.28%	15.10%
Y18 END	11.26%	17.47%	19.90%	22.65%	12.54%	13.75%	19.06%	16.36%	83.33%	30.88%	28.21%	31.42%	1.37%	16.05%	22.79%	18.09%

FY 2018 NMDOT PERM & TERM VACANCIES by District (COUNT)

	DISTRICTS				PROGRAMS & INFRASTRUCTURE						GEN-OF					
	Dist 1	Dist 2	Dist 3	Dist 4	Dist 5	Dist 6	Transp & Hwy Ops ADMIN	Transp & Hwy Ops Totals (P563)	Progs	Planning	Intra-struct.	PINF Totals (P562)	MODAL (P565)	Business Support (P564)	General Office-PINF & Modal Totals	Agency Totals
Y17 END	25	33	32	50	45	31	20	236	0	13	69	82	6	39	127	363
1st Qtr END	31	36	31	55	45	30	19	247	0	11	67	78	13	46	137	384
2nd Qtr END	33	45	39	63	51	28	17	276	0	15	64	79	15	38	132	408
3rd Qtr END	26	51	42	67	39	28	15	268	14	17	76	107	3	0	110	378
Y18 END	33	58	41	70	41	33	23	299	15	21	79	115	1	38	154	453

FY18 FTE Count is 2503.5



BONDS

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Refunding of Variable Rate and SWAP Agreements

NMDOT and NMFA sold \$420,090,000 of fixed rate revenue refunding bonds by competitive bid on June 7, 2018. The 2018A subordinate lien bonds closed on June 27, 2018. Proceeds of the bonds, totaling \$489,235,049, have been used to terminate NMDOT's complete synthetic fixed rate debt portfolio of \$420,000,000 at better than a Net Present Value (NPV) cost of zero, a key transaction objective. Bill Fulginiti served as Board designee for the bondsale.

The elements of the synthetic fixed rate debt portfolio that have been terminated are:

- \$420,000,000 of Interest Rate Swaps – JP Morgan (\$110,000,000), UBS (\$110,000,000), RBC (\$100,000,000), Goldman Sachs (\$50,000,000), Deutsche Bank (\$50,000,000)
- \$220,000,000 of "Knock-In" Swaps – JP Morgan (\$110,000,000), UBS (\$110,000,000)
- \$284,800,000 of Direct Purchase Index Floating Rate Notes – Bank of America (BAML)
- \$135,200,000 of Public Floating Rate Notes – State Street Bank of Boston liquidity facility
- \$135,200,000 in Placement Agent Facilities – RBC (\$100,000,000), BAML (\$35,200,000)
- \$ 50,000,000 Collateral Posting Line-of-Credit – RBC

Apart from eliminating the risks and administrative burdens of synthetic debt but a no less important component of the refinancing is elimination of the debt service Cliff years of 2025 and 2026. State Road Fund (excluding Federal and HIF funds) debt service obligations have been reduced from about \$109 million in each of those years to no more than \$40 million from 2025 thru 2030. Eliminating the Cliff years was accomplished by extending the final debt maturity of the refunded debt from 2027 to 2030 at an initial Net Present Value (NPV) cost of about \$2.5 million. The ability to refund 5% coupon debt in years 2029 to 2030 in 2028 provides an offsetting NPV gain of \$2.5 million.

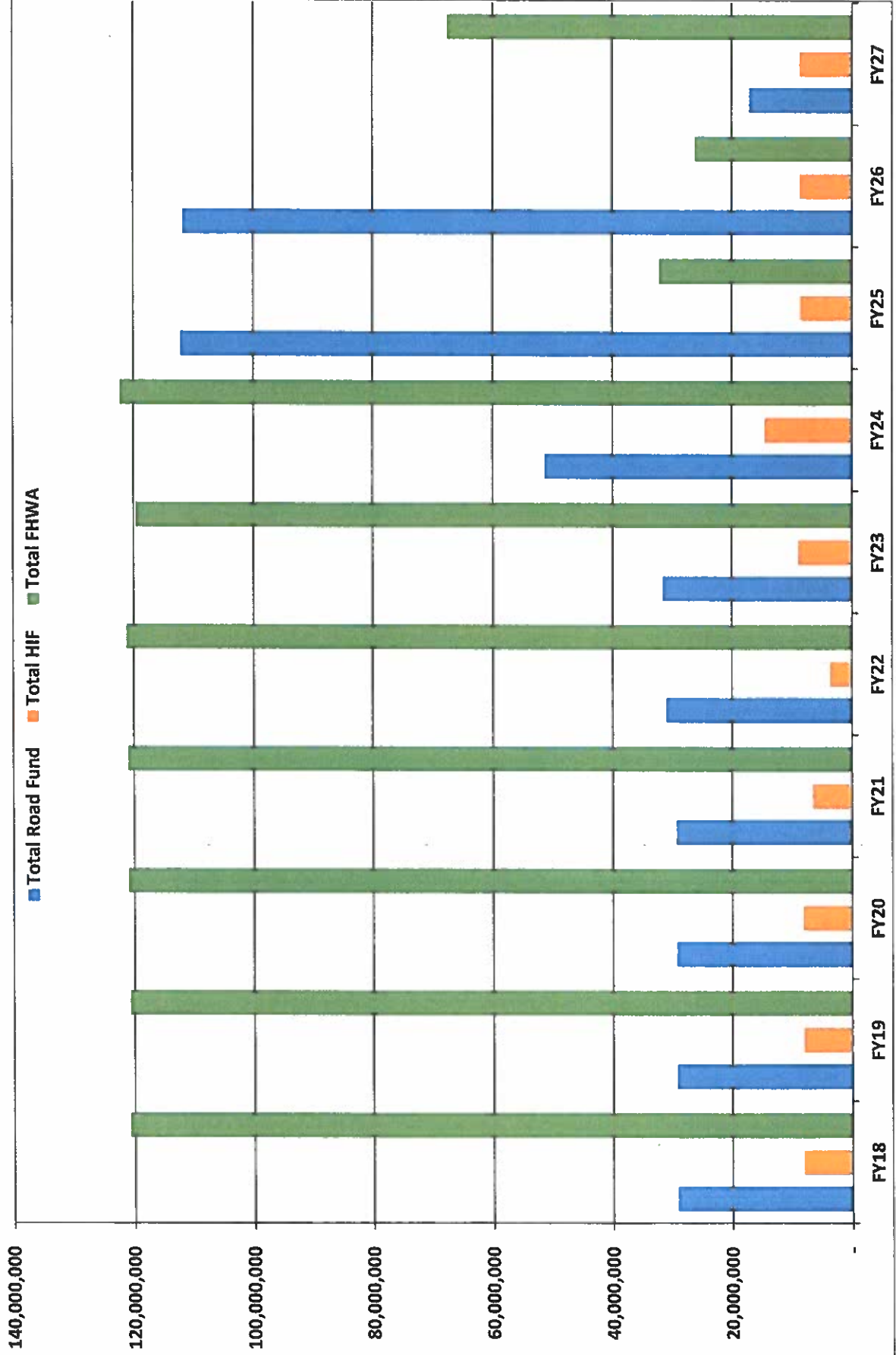
Eight firms placed bids to purchase the 2018A bonds – effectively, \$4 billion in commitments – with Goldman Sachs the top bidder at a True Interest Cost of 2.497%. Other bidders, separated by 5.2bp, were Citigroup, JP Morgan, Wells Fargo, BAML, Jefferies, RBC and Morgan Stanley.

Financial highlights of the 2018A bonds include an average life of 7.216 years (compared to the average life of all outstanding NMDOT bonds of 5.515 years) and a final True Interest Cost of 2.489%.

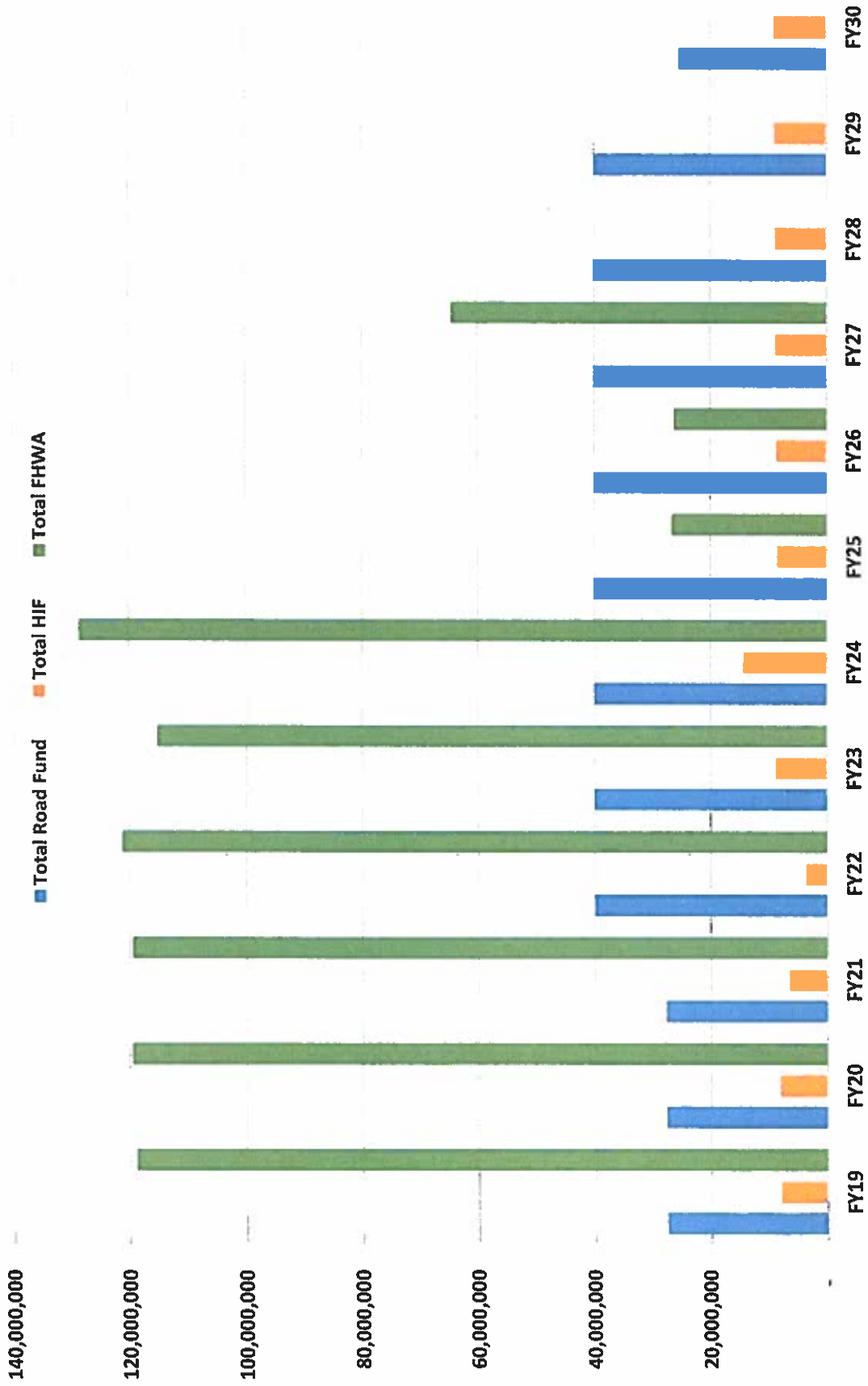
Underwriter discount was an aggressive average of \$1.29 per thousand dollars of bonds – compared to a low quote of \$2.38 for PPRF underwriter pool bidders. From all perspectives, the NMDOT 2018A bond issue exceeded all pre-financing objectives.

The timing of the NMDOT 2018A bond sale, sold in the highest volume municipal issuance week in five months, was ideal preceding the Federal Reserve rate hike of the following week and preceding Moody's downgrading of New Mexico State General Obligation debt from Aa1 to Aa2 by 11 days.

(Pre- Refunding) State and Federal Debt Service

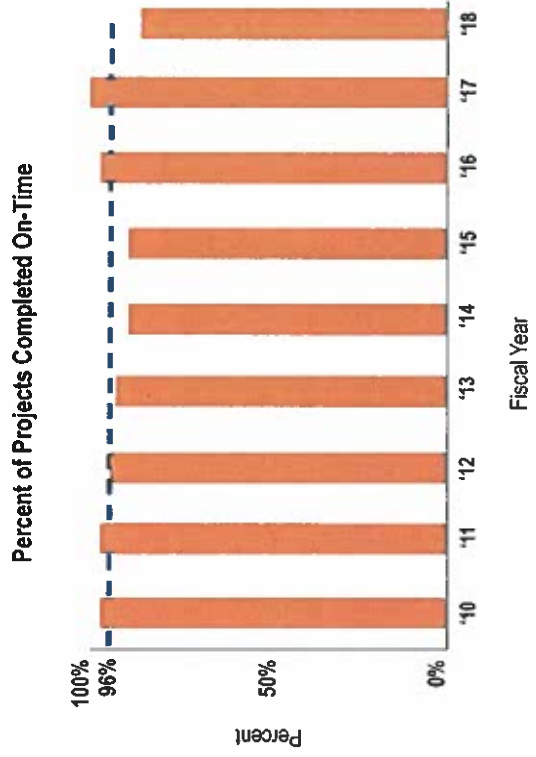
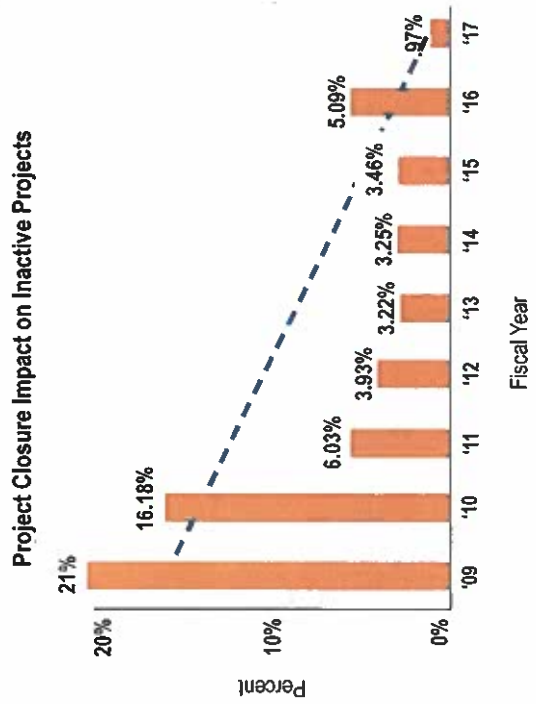
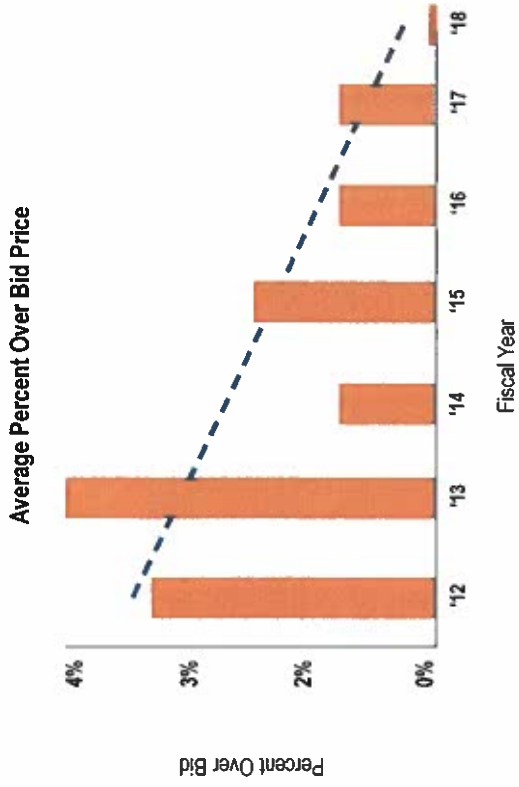
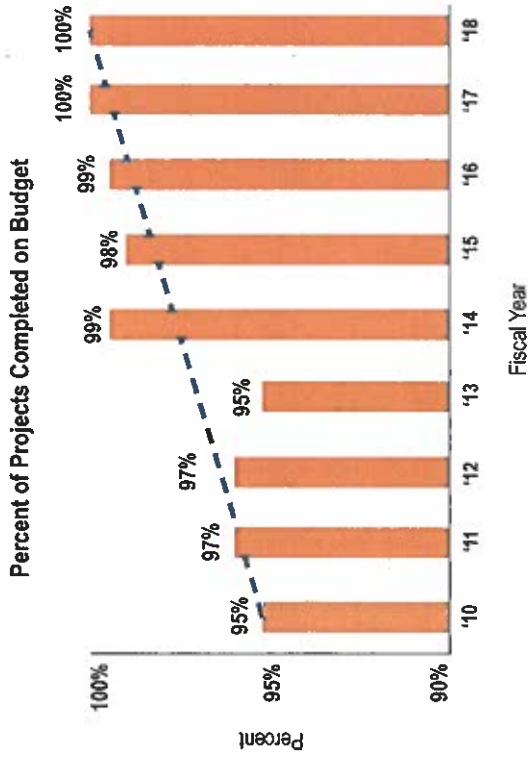


(Post Refunding) State and Federal Debt Service



CONSTRUCTION

PROGRAM DASHBOARD



STATE CONSTRUCTION PROGRAM

4 year STIP - NMDOT Design and Project Development:

NMDOT currently has under design a four year program (STIP) which consists of 559 projects with a value of \$1,357,250,883.00. This design program is primarily managed by NMDOT staff but does have assistance from engineering consultant firms throughout the state highway and transportation system.

NMDOT/FHWA Construction Program:

NMDOT currently has under contract a multi-year program of 76 active construction projects located though out the state that have a current value of \$795,119,709.95. This entire construction program is managed by NMDOT staff.

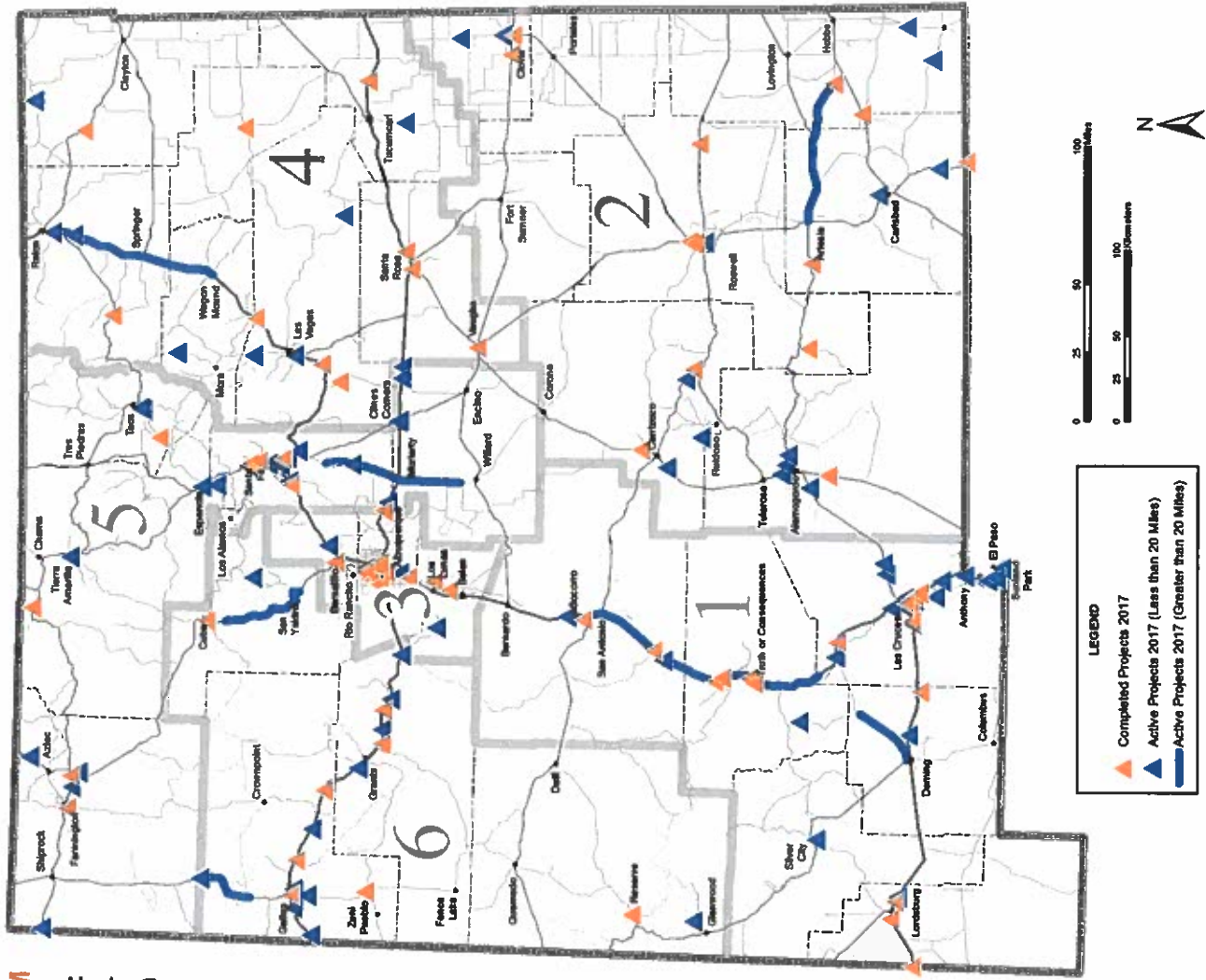
Local Government Project Agreements:

NMDOT currently has 217 projects located though out the state that have a current value of \$186,782,355.17. This program is contracted and overseen by NMDOT and the Local and Tribal Government entities that receive the funding.

Local Government Capital Outlay Projects:

NMDOT currently has in design and construction 171 projects located though out the state that have a current value of \$96,379,464.49. This program is contracted and overseen by NMDOT and the Local and Tribal Government entities that receive the funding.

This map illustrates the active and completed construction projects during this reporting period from 2015 -2017. The distribution of the Federal Aid Highway Program funding is prioritized by both formula and need through the Statewide Transportation Improvement Program. State Road Fund provides the federal match as well as funding all of the state highway maintenance costs including personnel, materials and equipment.



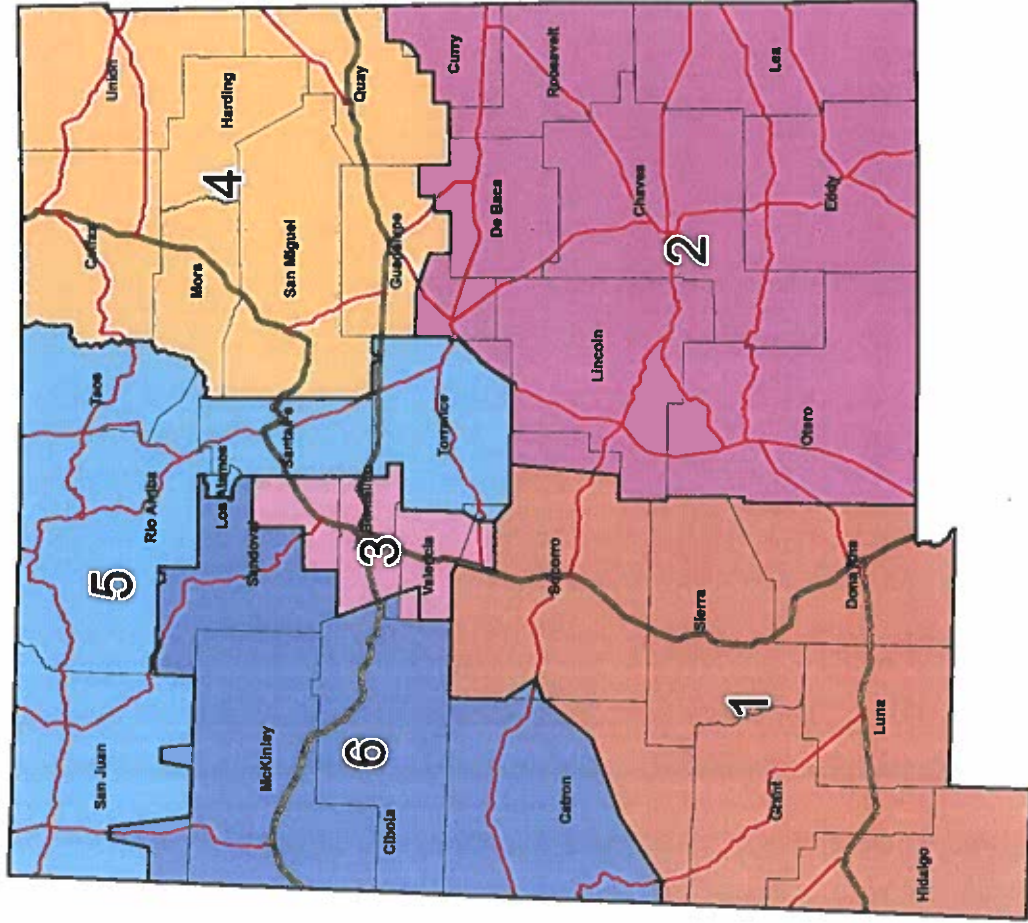
MAINTENANCE



State of the Department of Transportation System

Presented to the
Transportation Infrastructure Revenue Subcommittee
July 9, 2018

NMDOT Roadway Assets

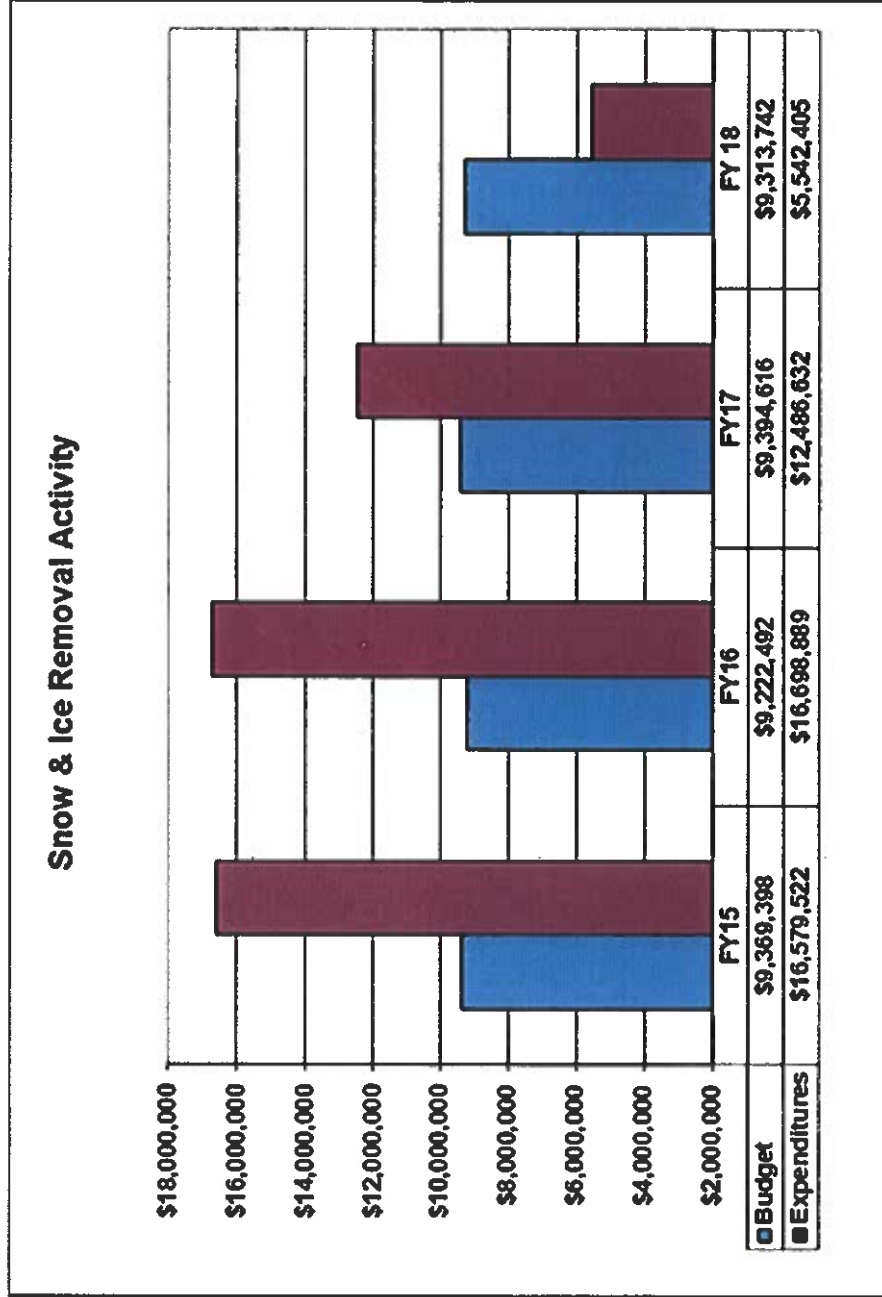


Transportation Infrastructure

30,000 lane miles,
 4,065 lane miles of interstate corridors
 8,380 lane miles of US routes
 15,808 lane miles of state routes
 2,200 lane miles of other routes

- 262 non right-of-way parcels (630 acres of land)
- 31 rest areas
- 82 patrol yards
- 38 project offices
- 3,768 span rail, pedestrian & culvert bridges
- 93 dynamic message signs
- 43 traffic sensors
- 2 roadside weather information systems
- 7 highway advisory radio systems
- \$15.4B in assets**

Winter Operations



*FY18 Data is preliminary, will be updated after reports have been finalized

Litter Operations

Litter Pick-up State Forces		Litter Pick-up NMCD Inmate Labor		Total
FY15 Accomplished Quantity	FY15 Expenditures	FY15 Program		
37,328 shoulder mile	\$2,142,671	FY15 Program	\$910,000	\$3,052,671
FY16 Accomplished Quantity	FY16 Expenditures			
37,328 shoulder mile	\$2,142,671	FY16 Program	\$874,140	\$3,016,811
FY17 Accomplished Quantity	FY17 Expenditures			
70,994 labor hours	\$2,345,025	FY17 Program	\$884,075	\$3,229,100
FY18 Accomplished Quantity	FY18 Expenditures	FY18 Program		
77,814 labor hours	\$2,458,911	FY18 Program	\$869,254	\$3,328,165

*FY18 Data is preliminary, will be updated after reports have been finalized

Contract Maintenance Program

FY 2018 MAAG PROJECTS				
District	Route	Termini & Description	Price Agreement Description	Approved Funding Amount
D1	NM 90	MP 0.0 to MP 22	HIR @ 2" Depth	\$1,200,000
D1	NM 536	MP 0.0 to MP 5	Heater Scarification	\$2,550,000
D1	US 60	MP 103 to MP 117	Heater Scarification	\$4,000,000
D2	NM 128	MP 30.3 to MP 38.8	2.0" Mill W/ 5" Overlay	\$5,821,233
D3	NM 47	MP 40.3 to MP 41.5	Mill/Overlay	\$850,000
D4	US 54	MP 310 to MP 316	Heater Scarification	\$2,000,000
D4	NM 518	MP 1.4 to MP 3.95	Plant Mix Wearing Course	\$1,000,000
D4	I-25	MP 299 to MP 402	Plant Mix Wearing Course	\$1,900,000
D4	I-25	MP 402 to MP 412	Plant Mix Wearing Course	\$2,000,000
D5	US 285	MP 239 to MP 244	Plant Mix Wearing Course	\$1,050,000
D5	US 84	MP 226 to MP 238	HIR @ 2" Depth	\$900,000
D5	NM 68	MP 24.6 to MP 32.6	Heater Scarification	\$2,270,156
D5	I-25	St. Francis Interchange (Ramps)	Mill/Overlay	\$405,000
D6	US 491	MP 11.2 to MP 15.4	Mill/Overlay	\$1,200,000
D6	US 60	MP 24 to MP 35.2	HIR @ 2" Depth	\$811,026
D6	US 180	MP 32 to MP 47	Mill/Overlay	\$5,300,000
			TOTAL	\$33,257,415

* This is in addition to the 6 Districts Contract Maintenance Funding totaling \$32.0M

LANS PROJECTS

Project Termini	Route	Length Miles	Lane Miles	Cost (Million)	Project Detail
East Jemez Rd, from Bridges West of LANO Security Checkpoint, East for Approx. 4 Miles.	East Jemez Rd.	4	14		2.5" Mill and Inlay W/OGFC
NM 502 from MP 5.6 -MP 8.6	NM 502	3	18		2.5" Mill and Inlay
SR 4 from South of E. Jemez Rd to NM 502 (to include SR 4 Intersection and NM 502 Interchange).	NM 502/NM4 Interchange	2.5	7.5		2.5" Mill and Inlay
				\$6.9M	Awarded to Albuquerque Asphalt in April. Construction is ongoing. Work scheduled to finish in October 2018.
Intersection of SR 4 & East Jemez Road	SR 4 and E. Jemez Intersection			\$5.10	Full Reconstruction of Intersection and New Construction of Bus Pullout - Projects to be designed and constructed with funding allocated.
			39.5	Total Cost = 12 Million	

WIPP NAR/US 285 PROJECTS

Fiscal Year 2018						
Route	Direction	Lane Miles	Width/pass	Termini & Description	Project Scope	Approved Funding Amount
US 285	Both	37.00	13.00	MP 55.0 TO MP 63.5	2.5" HIR on Driving Lane W/ Wearing Course on Driving and Passing Lanes	\$3,400,000
US 285	SBL's	30.00	15.00	MP 146.0 TO MP 158.0	1" Heater Scarification W/2.5" Overlay	\$4,800,000
US 285	SBL's	35.00	13.00	MP 158.0 - MP 174.0	2.5" HIR w/Wearing Course	\$3,300,000
NM 176	Both	7.50	13.00	MP 37.5 TO MP 41.0	2.5" HIR w/Wearing Course	\$1,000,000
FY Total						\$12,500,000
Fiscal Year 2019						
US 285	Both	35.00	12.00	MP 92.9 TO MP 101.6	2.5" Mill and Inlay	\$5,000,000
NM 18	Both	18.50	12.00	MP 41.6 - MP 47.8	2.5" Mill and Inlay	\$4,700,000
US 285/US 60	Both	32.00	14.00	MP 256.7 to MP 263.5	Heater Scarification W/2.5" Overlay	\$4,600,000
FY Total						\$14,300,000
Grand Total						\$26,800,000

Note: preliminary estimates, project scope and project terminies may need to be adjusted based on funding.

Wildfire Mitigation

- Continue to support wildfire efforts through the State EOC.
- Responded to ~~8~~¹⁰⁻¹¹ wildfires this year. Mostly traffic control related support.
- ~~68-2-8~~^{NMSA 1978} Statewide responsibility for forest fire protection.
 - D. the state forester and his agents may, in the event of a forest fire, summon and deputize any able-bodied man to assist in suppressing the forest fire and may request tools and equipment under the control of or owned by the landowner or timber operator upon whose lands the forest fire is burning or whose lands are threatened by the forest fire.
- Starting mid-June NMDOT received basic training to be able to support State Forestry with heavy equipment and operators.
- Ute Fire Total Cost to Date - **\$269,018.99**
- Conchas Fire Total Cost to Date - **\$12,062.00**

Wildfire Mitigation

Secretary Church and Deputy Secretary Lujan,

I wanted to personally thank you for the DOT assistance on the Little Conchas fire last weekend. The fire was safely contained the first night of the fire on (Sunday) with the assistance of the two graders and the two water tenders that were deployed. It was a pleasure working with those 5 folks, they had a “can do attitude” and offered to assist us with whatever was needed. They were all safety conscious and professional during the entire operation. Even the federal air attack (supervisor) was impressed on how quickly we were able to catch the fire with only a few fire fighting resources.

The use of DOT equipment saved thousands of acres of private land. It also reduced exposure to our fire fighters, by using equipment instead of putting them along the sides of the fire. The Forestry Division was able to suppress an 8,000 acre fire with minimal resources thus saving the State of NM several thousands of dollars.

I look forward to working with DOT in the future to protect our citizens and our natural resources. I also look forward to working with your fiscal staff to see how we can reimburse you, for the equipment and personal.

Thanks

Donald Griego
State Forester

ASSET MANAGEMENT HIGHWAY CONDITIONS

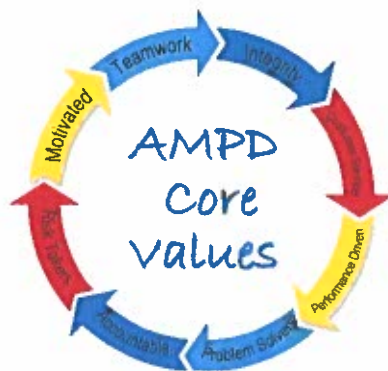
NMDOT Asset Management and Planning Division

PLAN → DELIVER → MANAGE



Division Director
Tamara P. Haas, P.E.

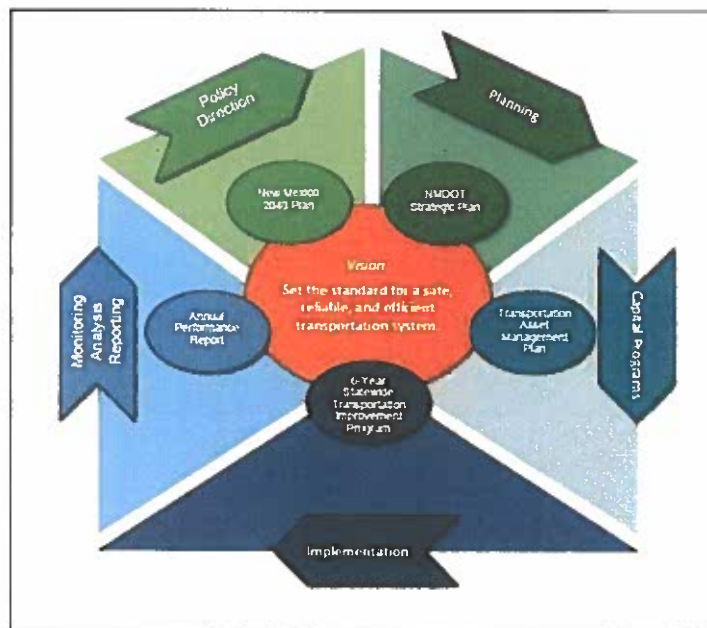
NMDOT's Mission defines what we do and who we are; our Vision defines our ideals – aspirations. Our goals, along with their corresponding strategic objectives and performance indicators, define and quantify how the Vision and Mission are put into action. These objectives guide activities in each District, program and Division to accomplish the goals; the performance indicators are used to monitor progress towards our established targets and ultimately our goals.



The Asset Management and Planning Division (AMPD) provides expertise and resources to support data driven decision making and performance reporting for management at NMDOT. AMPD is where all required NMDOT strategic initiatives/plans intersect. Because the transportation landscape changes by state and federal policies or funding modifications, strategic plans must be living documents and revisited over time. Strategies, performance indicators and targets evolve as they are measured, a corresponding set of decisions on resource allocation, focus areas and approaches must also be made in order for NMDOT to be an efficient and transparent organization.

Safety is one of NMDOT's priorities, providing a safe transportation system for all users, including bicyclists and pedestrians. Our policies and focus are designed to decrease collisions, injuries, and fatalities on our highway system. We are also committed to improving employee safety in our daily operations in our offices and on the system, during each phase of project implementation or maintenance activities.

One of the first steps in the efficient management of the transportation system is the completion and implementation of our Transportation Asset Management Plan (TAMP) required under the FAST Act. The FAST Act also requires that NMDOT establish and maintain system performance targets that include pavement and bridge condition as well as measures to assess the performance of the National Highway System, Freight Movement on the Interstate System and the Congestion Mitigation and Air Quality Improvement program. The implementation of our TAMP provides NMDOT with risk management and financial analyses to guide investment strategies and maximize the effectiveness of transportation investments, extend the life of pavements and bridges, and improve performance by examining life cycle costs of these assets. Part of the responsibility for managing the State's highway assets includes the efficient delivery of projects and services that improve the maintenance and operation of the system. NMDOT is pursuing a new approach for the delivery of projects and services



that will provide a clearer and more transparent methodology for NMDOT project prioritization based on several factors including: safety, sustainability, overall system performance, and efficiency.

Livability, mobility, and sustainability are factors that must be taken into consideration to improve the economy within New Mexico. The quality of our mobility decisions contributes to economic growth by enhancing safe and efficient movement of people, goods, and services. Investments in New Mexico's transportation infrastructure provide significant economic return, and could create conditions that attract businesses and employers to local communities.

Success in attaining our goals is determined by many, interrelated factors. To increase our successes, NMDOT will focus on better communication of our goal attainment through performance indicators reporting.

There are 56 FTE assigned to the Division with 6 positions currently vacant for a vacancy rate of 10.7%. The total budget for AMPD is \$9,196,809. With responsibility for programming an additional \$35,000,000 in federally funded projects.

Asset Management

Asset Management consists of Pavement Management & Design and Maintenance Management. Asset Management is responsible for data reporting and data management used in the agency performance management programs, key elements in NMDOT's Strategic Plan, the Transportation Asset Management Plan (TAMP) and the NMDOT 2040 Transportation Plan.

Pavement Management & Design supports NMDOT by providing pavement and materials expertise, including pavement and materials related education, pavement designs, specifications, and construction field support. NMDOT's goal is to select and design pavements that best accommodate current and predicted traffic needs in a safe, durable and cost effective manner and monitors pavement life through the collection of pavement condition data. NMDOT uses an automated process to collect pavement condition for all state maintained roads as well as the National Highway System, and condition data resides in the recently reconfigured pavement management system (PMS).

Automated pavement condition collection – Mandli Communications Data Collection Van



Pavement Management & Design received a grant to from the AASHTO SHRP2 research program to test 3D ground penetrating radar equipment to identify delamination of pavement layers.

In order to implement the latest technology on non-destructive testing for pavements, the NMDOT was awarded \$250,000 in funding from FHWA as part of the SHRP2 Research program. The Pavement Management & Design Section is overseeing the "proof of concept" research for R06D Advanced Methods to Identify Pavement Delamination using the latest ground penetrating radar equipment. This project will provide more comprehensive and better pavement data that will be used in asset management as well as project development.

Maintenance Management is responsible for management of highway maintenance performance data and ensuring the data entered into the Maintenance Management System (MMS) meets NMDOT's quality assurance requirements. The data is also used to complete federal reporting of maintenance expenditure data used by the FHWA Office of Policy. This section implemented a new MMS that went live on July 7, 2016. This new system allows NMDOT to track improvements made to our assets, links to the PMS and provides additional analytic tools.

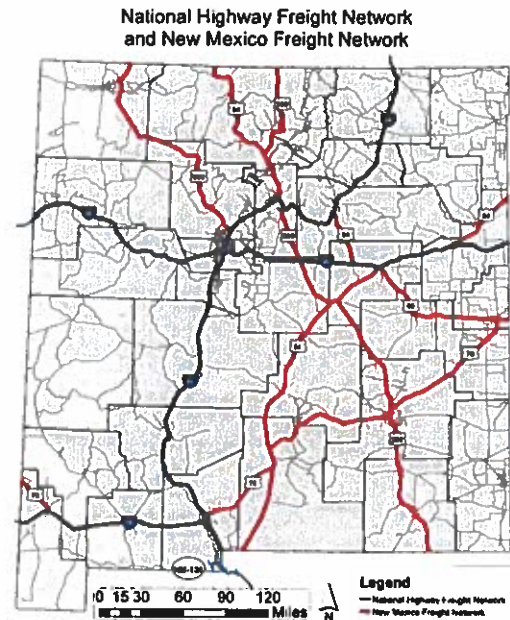
Statewide Planning

The Statewide Planning Bureau (SPB) provides expertise and resources to support transportation planning to meet federal requirements and improve the transportation system. Federal legislation provides funding in support of a suitably equipped and organized office to carry out these programs. The SPB monitors state and federal legislation pertaining to transportation appropriations and policies and is responsible for compiling the two-year Planning Work Program (PWP) to comply with federal transportation planning requirements. The bureau ensures that the five Metropolitan Planning Organizations (MPOs) and the seven Regional Transportation Planning Organizations (RTPOs) comply with federal requirements. SPB coordinates local involvement in the State Transportation Improvement Program (STIP); provides technical assistance, including transportation modeling and analysis to other planning efforts initiated by NMDOT; administers three Federal-aid Highway Program funding sources; periodically updates the NMDOT's Statewide 2040 Long Range Transportation Plan (2040 Plan), the New Mexico Freight Plan, the Public Involvement Plan, the Strategic Highway Safety Plan (SHSP) and statewide roadway classifications, and provides tribal liaison support, efforts related to the Bicycle, Pedestrian and Equestrian Program, and the Local Technical Assistance Program.

SPB is updating the New Mexico 2040 Plan, to build upon the wealth of information on the State's priorities, needs and economic drivers. The process to update the 2040 Plan, as well as the New Mexico Freight Plan was initiated in FY 17, and will make the plans more result-oriented.

Data Management Bureau

The Data Management Bureau (DMB) provides planning and engineering data to NMDOT staff, FHWA, government, businesses and the public. DMB is a centralized location for all data collection, management and dissemination of roadway inventory data and enhancing data integration and access, leading to improved data quality and more effective data/ performance based decision making. Programs reporting to the DMB include: the Roadway Inventory Program which is responsible for FHWA Highway Performance Monitoring System report, the All Roads Network of Linear Referenced Data (ARNOLD), and the Roadway Characteristic Data; Traffic Monitoring Program which is responsible for the Traffic Data Collection through short term traffic counts, 136 permanent traffic counters and 16 weigh in motion sites. The Data Management Bureau produces the Roadway and Traffic Statistics including spatial and tabular data.



Challenges faced by AMPD

Implementation of ESRI Roads and Highway as NMDOT's roadway inventory database and foundation for the ARNOLD
Replacing the Traffic Monitoring Program database with a state of the art database
Keeping up to date with the fast pace of changing GIS technology
Developing/implementing project selection criteria consistent with the Transportation Asset Management Plan and the 2040 Plan
Tracking awarded projects with T/LPA's to ensure deadlines are met and funds are obligated. Additional training and internal supports from Planning, Design Centers and District offices is needed to assist T/LPA's in negotiating the challenges of implement Federal-aid Highway Program Funding.

Major Projects Completed

Scope of Work	Bureau	Cost
FHWA SHRP2 3d Ground Penetrating Radar Program	Pavement Management & Design	\$250,000
Pavement Management System database (PMS db) Standard Operation Procedure Document Development	Pavement Management & Design	\$60,000
Pavement Data Quality Management Plan Development	Pavement Management & Design	\$32,000
Automated Data Collection for pavement condition	Pavement Management & Design	\$850,000
National Highway System Classification Update	Statewide Planning Bureau	In-house
NMDOT Road Diet Guide	Statewide Planning Bureau	In-house
MOU with NM Main Street and NM Cultural Affairs Department	Asset Management & Planning	In-house
Statewide Tourist Map updated and over 125,000 maps distributed since the first printing in April 2015	Asset Management and GIS Bureau	\$ 33,300
Completed MMS Implementation	Maintenance Management	\$1,593,339

Accomplishments, Recognition, Awards

Accomplishment	Bureau
Awarded FHWA funds for Increased Pavement Density Project	Pavement Management & Design
Selected to evaluate use of 3d Ground Penetrating Radar (GPR) through SHRP2 FHWA Program	Pavement Management & Design
Led development of NMDOT Continuously Reinforced Concrete Pavement Specification	Pavement Management & Design
Led development of NMDOT RAP stabilization specification	Pavement Management & Design
Developed Pavement Data Quality Management Plan meeting FHWA Requirements	Pavement Management & Design
Coordinated with NM EDD to develop and present Freight-Related Economic Development Opportunity Study to the Legislative Transportation Infrastructure Revenue Subcommittee	Statewide Planning Bureau
Assumed responsibility for the HSIP program and succeeded in obligating all FFY2017 funds	Statewide Planning Bureau
Roadway Inventory Program successfully submitted the FHWA HPMS report for 2017.	Data Management Bureau
ARNOLD Phase 2 project initiated to include extensive spatial data for the NHS, NM routes and local roads	Data Management Bureau
Traffic Monitoring Program initiated a contract to implement a new Traffic Count database system that will go-live December 15, 2017.	Data Management Bureau
Represent NMDOT by chairing TRB subcommittee on "Flexible Design of Low Volume Roadways" within the TRB AFD60 "Flexible Pavement Design Committee"	Pavement Management & Design
Represent NMDOT as a member of the TRB Standing Committee on Strategic Management	AMPD Director
Appointed to NCHRP Panel 19-12 on Development of Financial Plans and Performance Measures for Transportation Asset Management	AMPD Director
Received best practices award for implementation from DOIT	Maintenance Management

AMPD staff members have made presentations, participated in panel discussions, peer exchanges or national study groups at the following annual conferences and events over the past year

	Bureau
New Mexico Engineering Conference	Asset Management & Planning Div.
New Mexico Infrastructure Finance Conference	Asset Management & Planning Div.
New Mexico American Planning Association Conference	Statewide Planning Bureau
Transportation Research Board's National Cooperative Highway Research Program 08-102 Study: Bicyclist Facility Preferences and Effects on Increasing Bicycle Trips	Statewide Planning Bureau
FHWA's Road Diet Peer Exchange	Statewide Planning Bureau
Member of Continuously Reinforced Concrete Pavement National Expert Panel	Pavement Management & Design
Participated in Pavement Data Quality Management Workshop	Pavement Management & Design
Presented at Asphalt Recycling, User Producers Meeting on Ground Penetrating Radar	Pavement Management & Design
Annual FHWA Highway Information Seminar	Data Management Bureau
ESRI National User Conference	Data Management Bureau
New Mexico Geographic Advisory Committee Meetings	Data Management Bureau



Transportation Asset Management & Highway Conditions

Transportation Infrastructure Revenue Subcommittee
Meeting

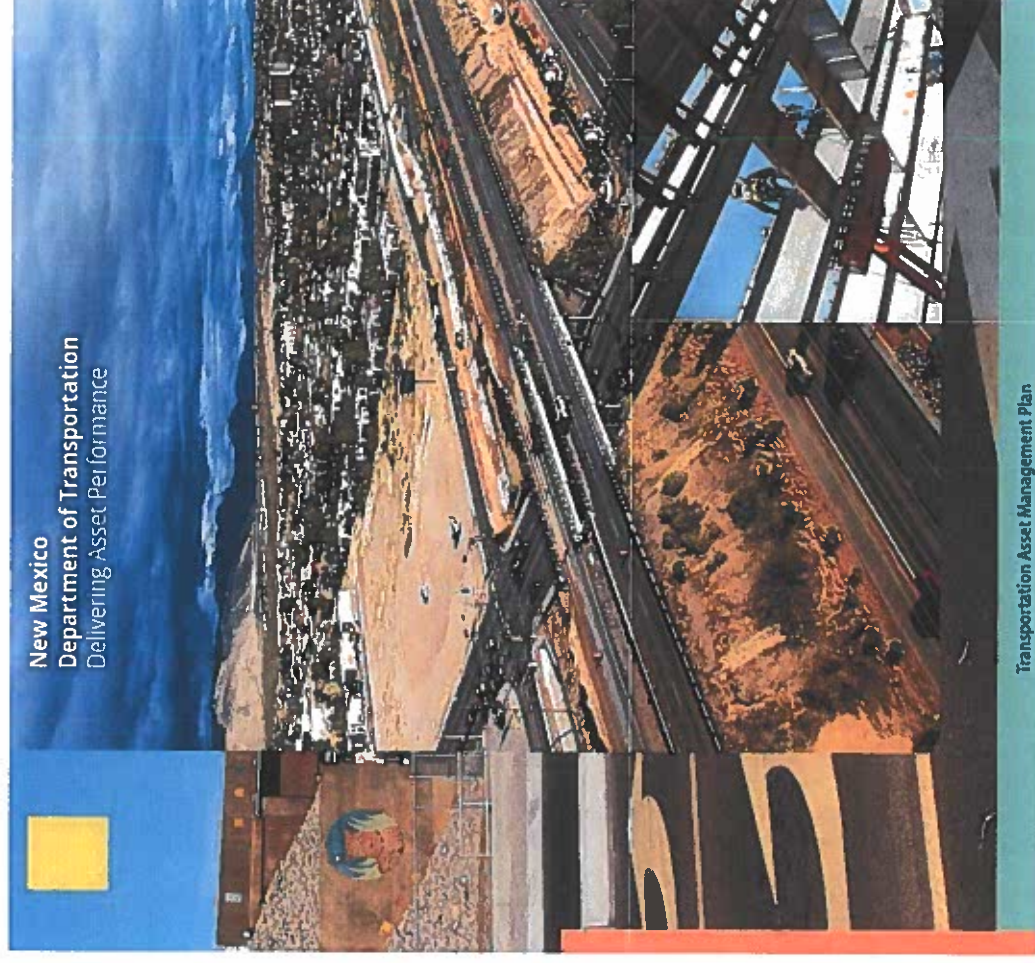
July 9, 2018

Tamara P. Haas, P.E.

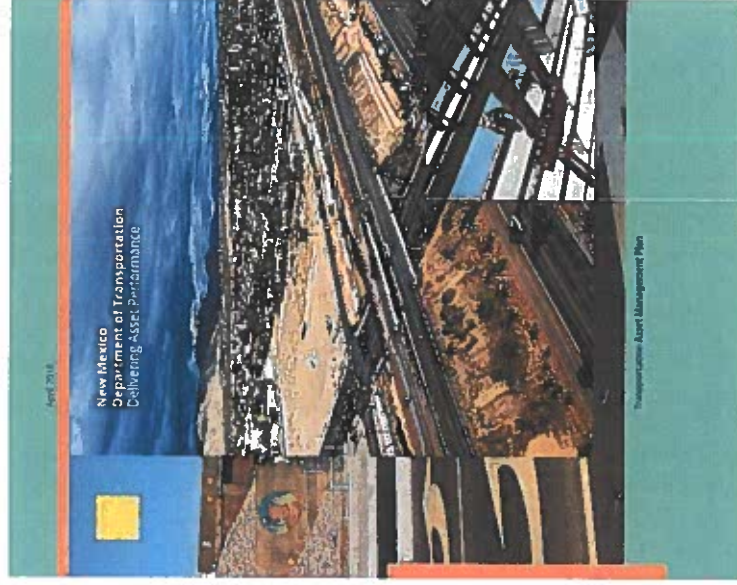
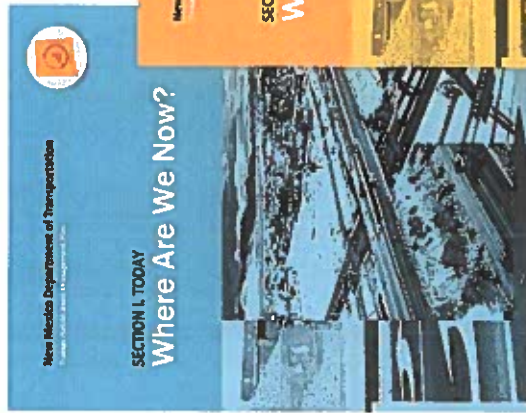
Asset Management & Planning Division Director

Transportation Asset Management Plan

- Initial TAMP to FHWA
4/26/18
- FHWA Certified TAMP
via letter 6/29/18
- Posted on NMDOT
website



The Structure of the NMDOT TAMP



The TAMP Document

- Communicate the messages in a visual way wherever possible
- Content communicated in easy to understand ways
- Met federal requirements

NEW MEXICO TRANSPORTATION NETWORK AT A GLANCE

25,062
Highways, Local Roads
Managed by NMDOT

2,978
Bridges
Owned by NMDOT

NEW MEXICO DOT VISION
IMPROVE TRAVELER EXPERIENCE
AND SAFETY
ENHANCE ECONOMIC DEVELOPMENT
AND PROTECT THE STATE'S
UNIQUE CULTURAL HERITAGE

ASSET MANAGEMENT MANAGEMENT PLAN

ASSET MANAGEMENT: A strategic and operational approach to the maintenance and repair of transportation infrastructure. The plan provides a framework for the state's asset management program, including the identification of assets, the assessment of their condition, and the prioritization of maintenance and repair activities.

NEW MEXICO DOT DELIVERING ASSET PERFORMANCE

New Mexico's Transportation Asset Management Plan (TAMP) establishes the condition of highway and bridge assets across the state and provides a strategy for efficiently maintaining these assets in good condition over the long term. This document provides an introduction to the key elements of the TAMP.

Transportation Asset Management (TAM) utilizes business, technical, and engineering practices to help make data-driven decisions for resource allocation and project selection. For New Mexico DOT (NMDOT), TAM ensures better operation, increased safety, and improved performance of the state's transportation infrastructure. This is achieved through the identification and prioritization of assets, the implementation of maintenance and repair activities, and the monitoring and reporting of asset performance. Together with the right investment levels to maintain and improve the state's transportation infrastructure, TAM helps create a healthier transportation system that supports the mobility, safety, and economic development of New Mexico and all her subjects.



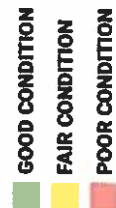
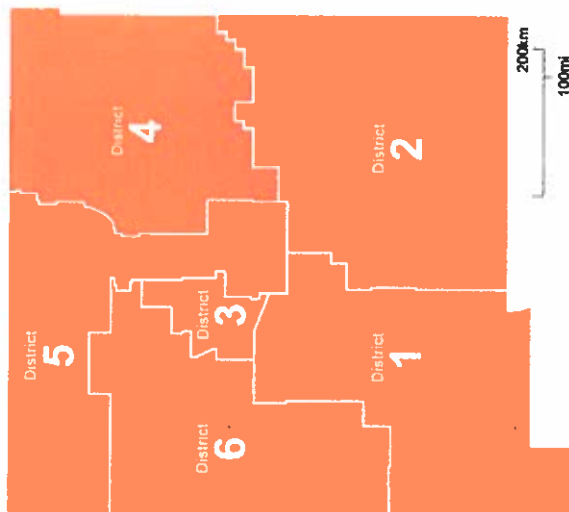
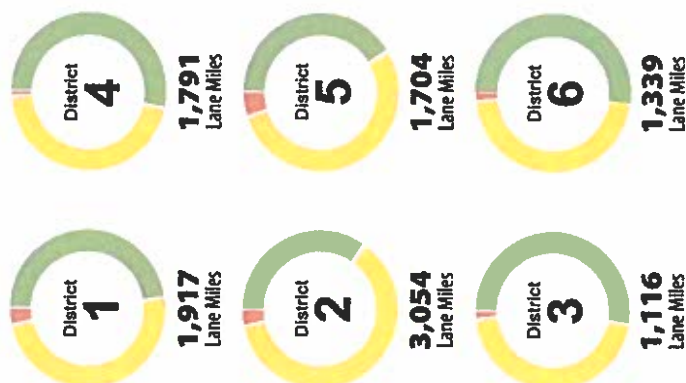
PAVEMENT AND BRIDGE ASSETS ON THE NHS

CURRENT CONDITION BY DISTRICT



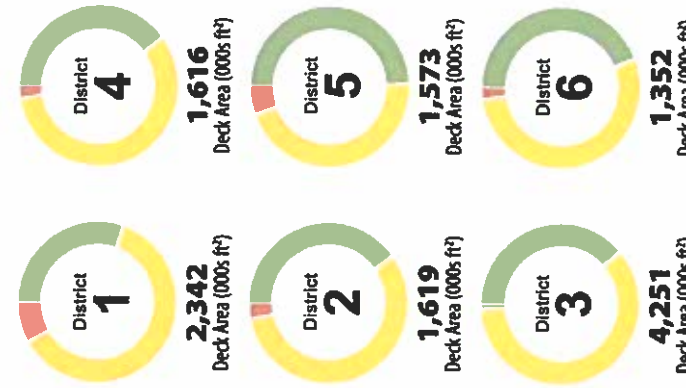
NHS PAVEMENT

Condition and total NMDOT-owned lane miles by district.



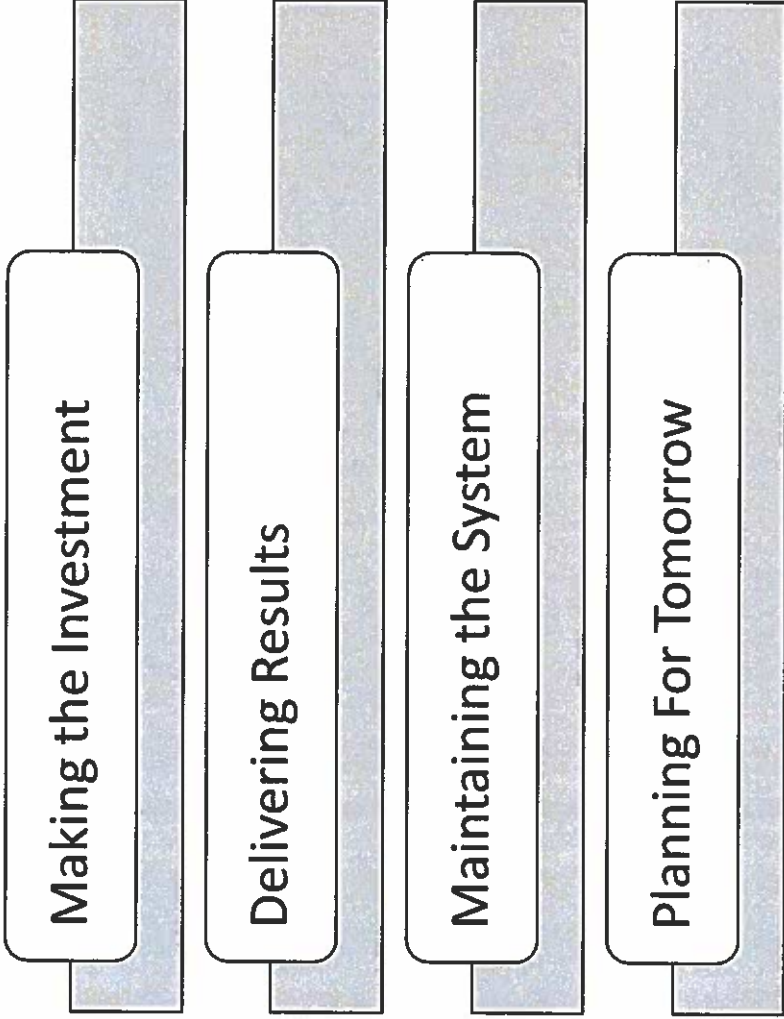
NHS BRIDGES

Condition and total NMDOT-owned bridge deck area by district



Pavement and Bridge Conditions are based on the FHWA measures in 23 CFR 490.

Delivering Asset Performanc through Preserving the System



NHS BRIDGES

	2026		
	GOOD	FAIR	POOR
\$40M AVERAGE ANNUAL INVESTMENT	26%	69%	5%
\$24.5M AVERAGE ANNUAL INVESTMENT	19%	71%	10%
IMPACT OF ADDED INVESTMENT	+7%	-2%	-5%

INTERSTATE PAVEMENTS

	2026		
	GOOD	FAIR	POOR
\$81.5M AVERAGE ANNUAL INVESTMENT	51%	47%	2%
\$62M AVERAGE ANNUAL INVESTMENT	60%	32%	8%
IMPACT OF ADDED INVESTMENT	-9%	+15%	-6%

NON-INTERSTATE NHS PAVEMENTS

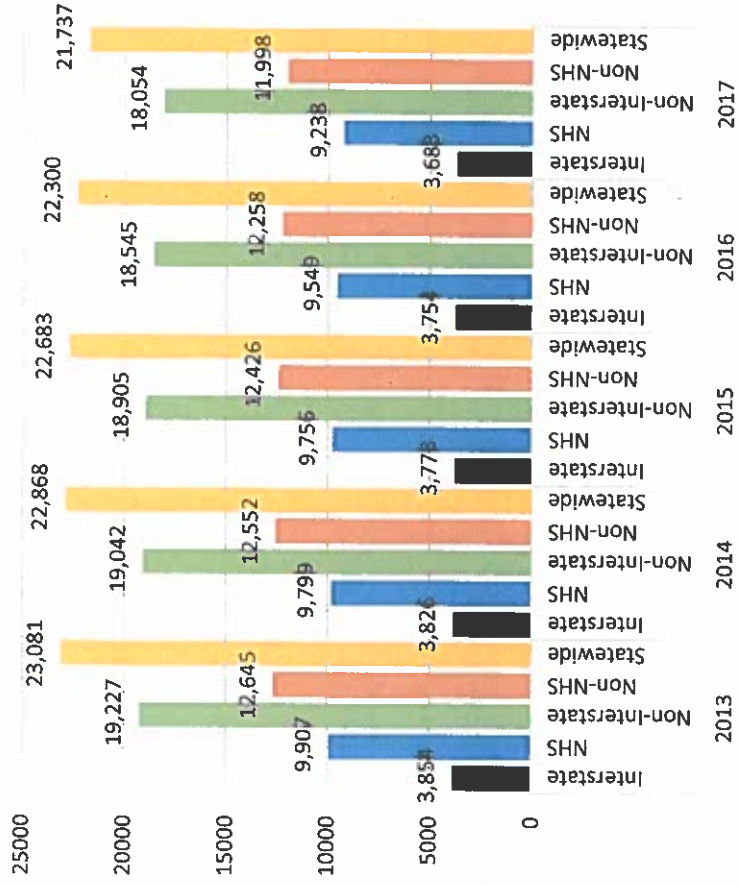
	2026		
	GOOD	FAIR	POOR
\$212.5M AVERAGE ANNUAL INVESTMENT	54%	42%	4%
\$68M AVERAGE ANNUAL INVESTMENT	34%	49%	17%
IMPACT OF ADDED INVESTMENT	+20%	-7%	-13%

Pavement Condition -miles

based on pavement condition rating (PCR) historical reporting for HB2 measure

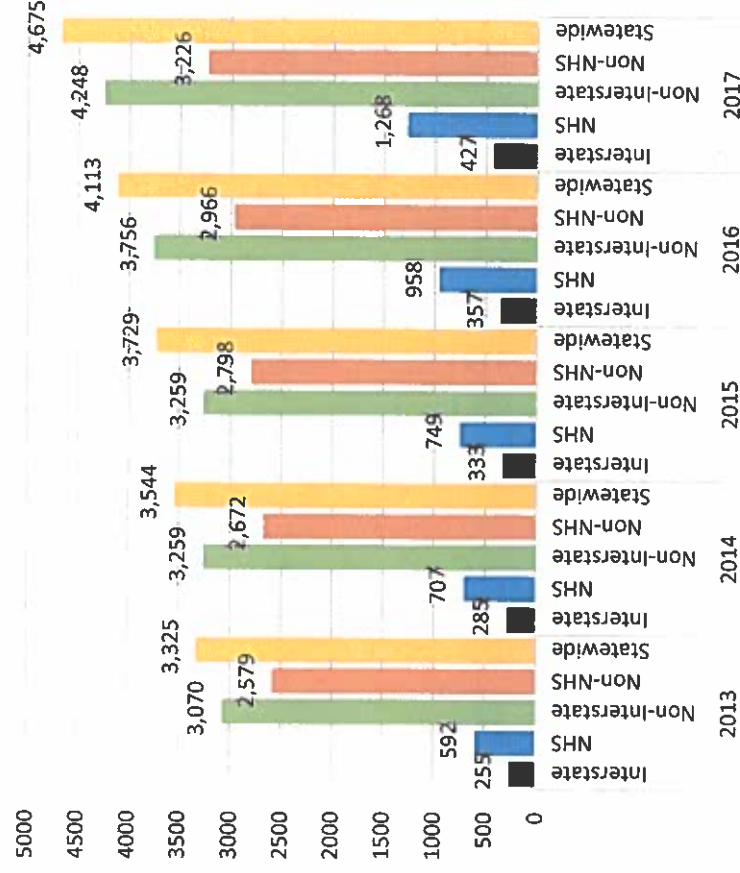
Number of Miles Rated

Fair or Better



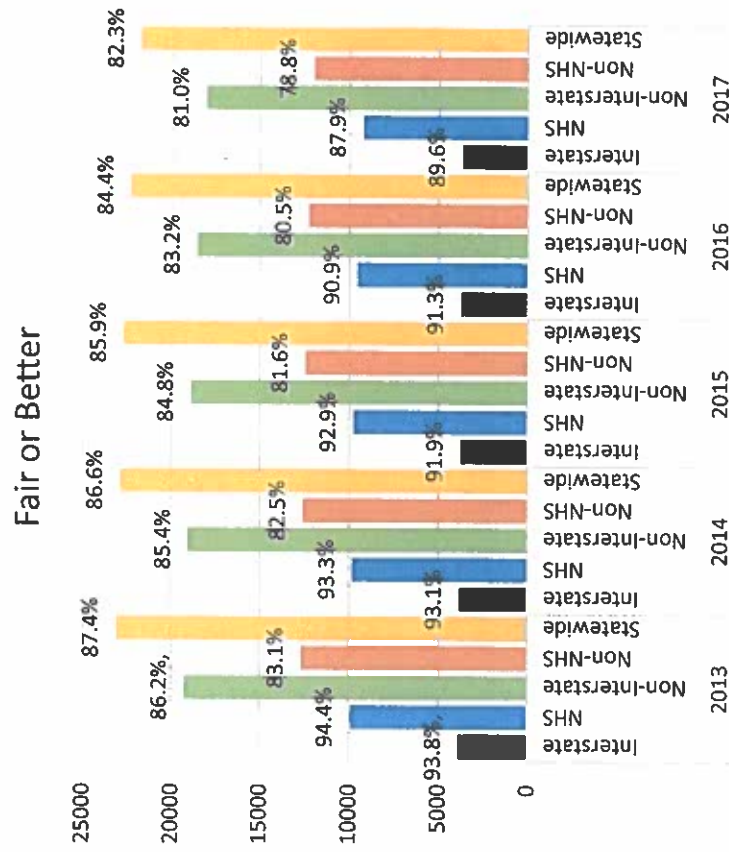
Number of Miles Rated

Poor

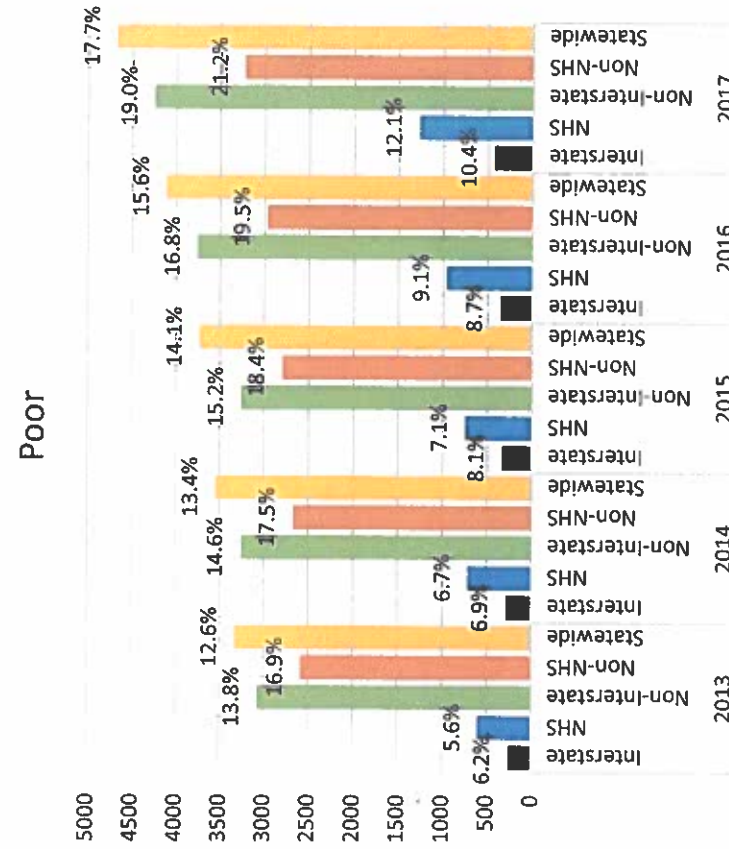


Pavement Condition % of system

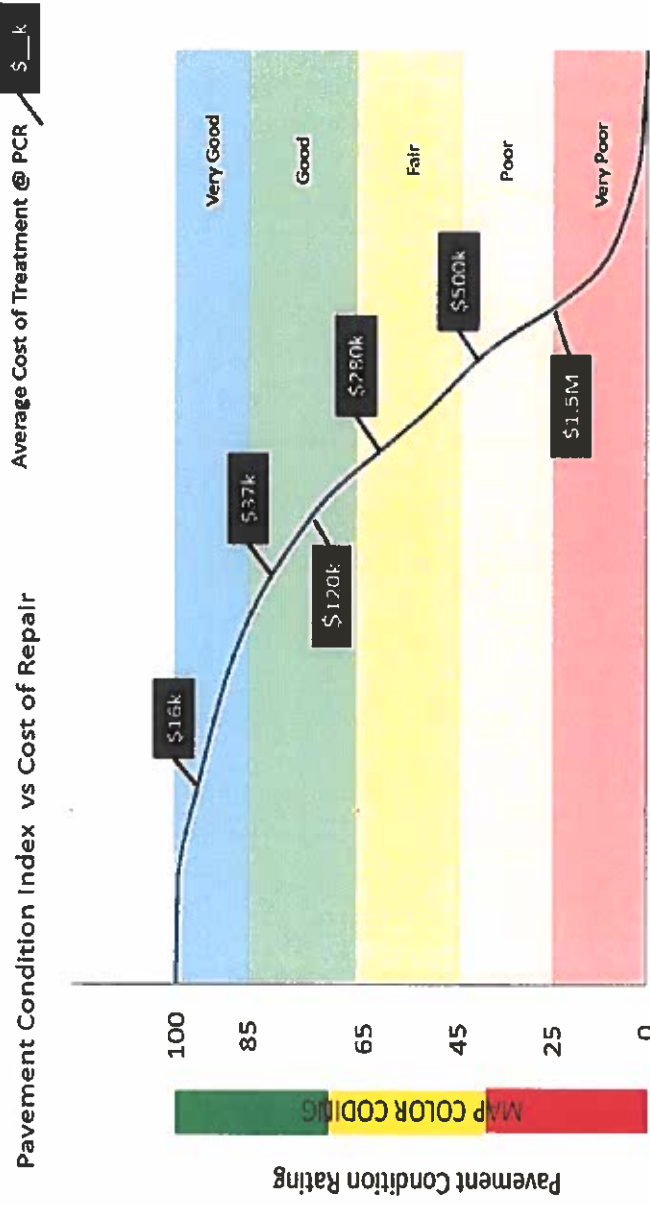
Fair or Better



Poor



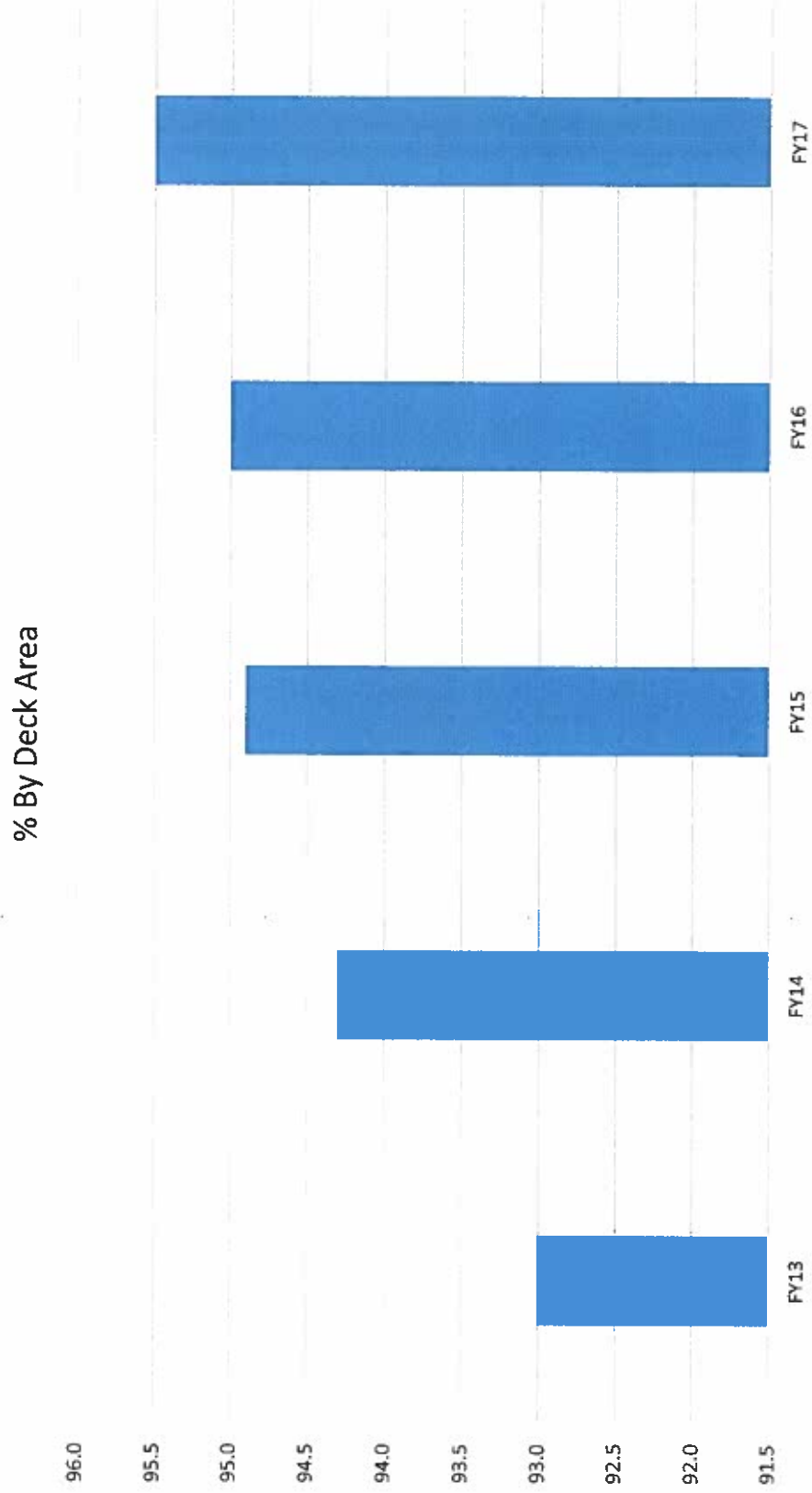
Pavement Condition Rating (PCR)



PCR Range	Condition	Suggested Treatment
100-86	Very Good	Monitor – Minor preservation: monitor, fog seals, surface coats, chip seal
85-66	Good	Major preservation: thin hot in-place recycling, thin mill and inlay
65-51	Fair	Minor – Major preservation: mill and inlay between, hot in-place recycling 2.5-4"
50-46	At Risk	Minor – Major rehabilitation
45-26	Poor	Major rehabilitation – 5 inches deep to PPC, FDR
25-0	Very Poor	Reconstruction

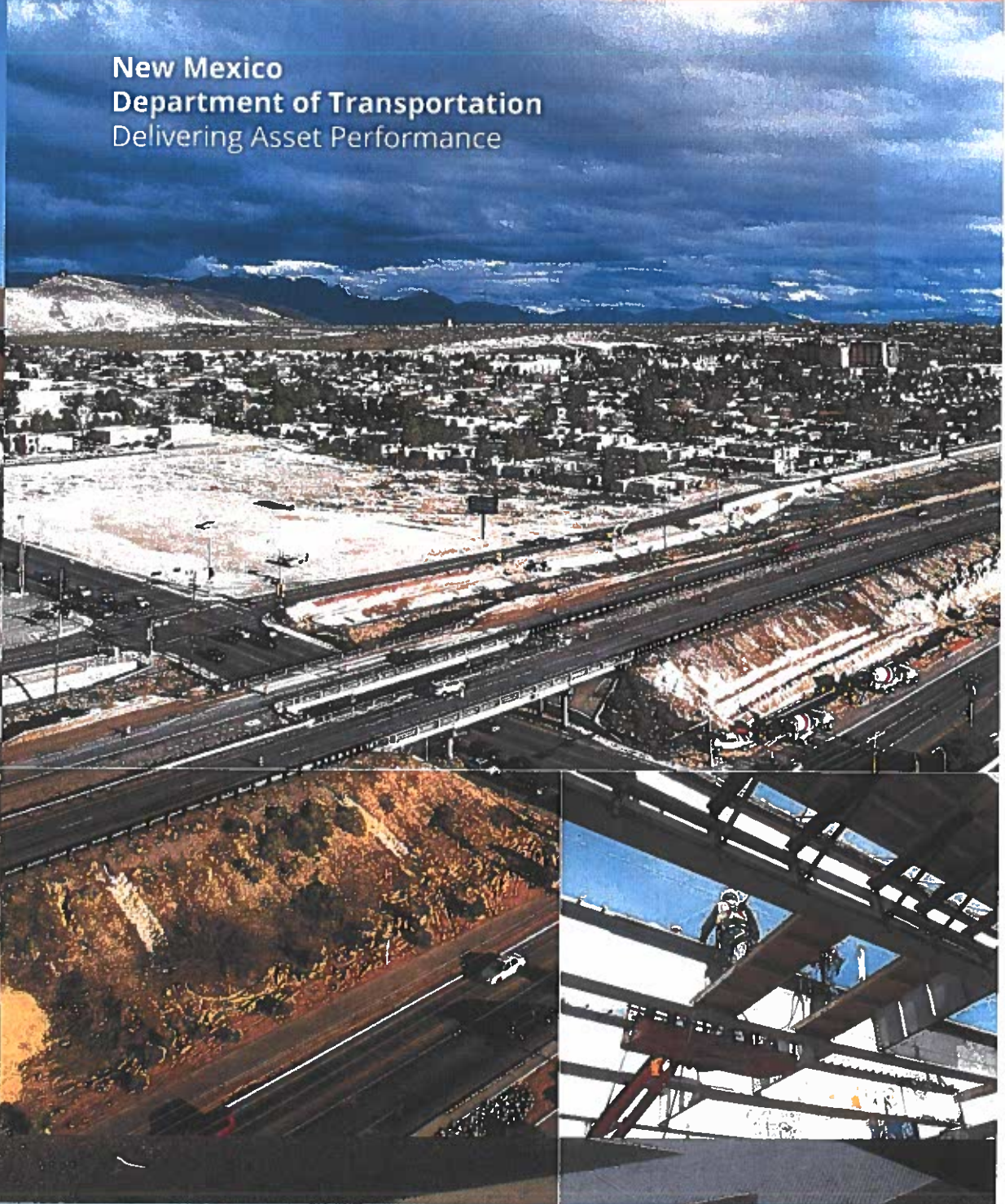
Time in Service, Traffic Loads, etc

Bridge Condition – Fair or Better



April 2018

New Mexico
Department of Transportation
Delivering Asset Performance



Transportation Asset Management Plan
Executive Summary

**NEW
MEXICO
TRANSPORTATION
NETWORK
AT A GLANCE**

25,062



Highway Lane Miles
Owned by NMDOT

2,978



Bridges
Owned by NMDOT

NEW MEXICO DOT VISION
NMDOT STRIVES TO CREATE A SAFE
AND SUSTAINABLE MULTIMODAL
TRANSPORTATION SYSTEM THAT
SUPPORTS A ROBUST ECONOMY,
FOSTERS HEALTHY COMMUNITIES,
PROTECTS THE ENVIRONMENT,
AND PRESERVES THE STATE'S
UNIQUE CULTURAL HERITAGE.



ASSET MANAGEMENT : A strategic and systematic process of operating, maintaining, and improving physical assets effectively throughout their life cycles. Asset management involves moving beyond reactive repairs to a proactive approach that anticipates costs and maximizes investments.

NEW MEXICO DOT

DELIVERING ASSET PERFORMANCE

New Mexico's Transportation Asset Management Plan (TAMP) establishes the condition of highway and bridge assets across the state and provides a strategy for efficiently maintaining these assets in good condition over the long term. This document provides an introduction to the key elements of the TAMP.

Transportation Asset Management (TAM) utilizes business, economic, and engineering practices to help guide data-driven decisions for resource allocation and project selection.

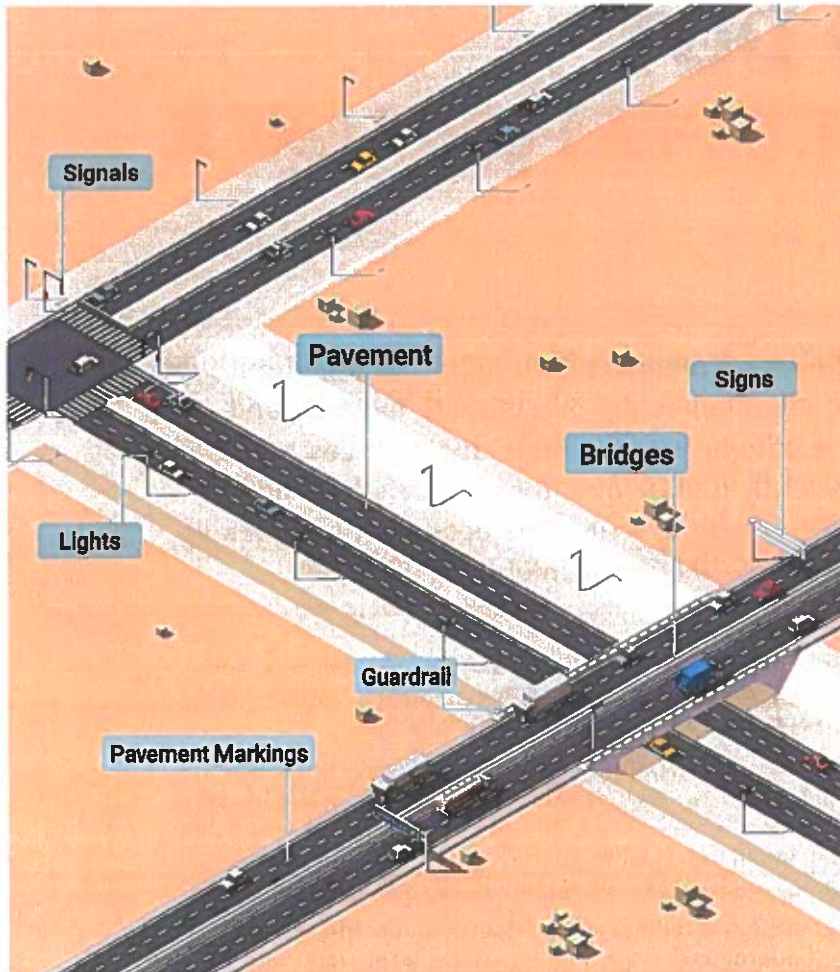
For New Mexico DOT (NMDOT), TAM ensures better operation, increased maintenance, and overall improvement of physical assets through a process of continuous improvement – for example by better locating and understanding performance gaps, prioritizing and programming asset needs, and streamlining business processes.

In practice, these capabilities allow NMDOT to identify and execute the right projects in the right locations at the right time. Today these capabilities are more critical than ever before, as the agency seeks to maximize the use of limited public resources and strengthen the state's transportation infrastructure.

Together with the right investment levels to maintain and improve bridge and pavement conditions, TAM helps ensure a healthy transportation system that supports the mobility, safety, and economic development of New Mexico and of all New Mexicans.

New Mexico's TAMP complies with the Federal Highway Administration's requirements for National Highway System (NHS) TAMPs. It is also a living document that will be reviewed and updated regularly.

ROADWAY ASSETS: This plan reports on NMDOT's pavement and bridge assets, which together comprise the most significant share of the infrastructure assets managed by the agency. The illustration shows some of the wide variety of roadway assets maintained by NMDOT.



BUILDING A STRONG FOUNDATION

A healthy transportation system is critical to forging a strong economy and improving the quality of life in New Mexico. The transportation system managed by NMDOT connects people to jobs, schools, healthcare, recreation and their communities, as well as to the rest of the world.

WHERE ARE WE TODAY?

New Mexico's economy has strong ties to its transportation assets. It is crucial that all assets are well-maintained and the agency receives funds to meet all improvement needs.

Utilization of New Mexico's transportation assets is increasing.

Vehicle miles traveled in New Mexico is expected to increase to 33.3B miles annually by 2030. With this increase in usage, pavement condition needs to be monitored and maintained to ensure safe and efficient travel throughout the state.

Continued urbanization poses a challenge for asset management.

Assets in urban environments are experiencing increased use, and thus increased deterioration. As a result, assets in rural areas are not receiving the maintenance funds necessary to preserve good conditions. New Mexico needs a plan to balance the infrastructure demands of urban growth while also providing support for its rural communities.

Freight traffic is growing.

New Mexico is quickly growing as an important entry point for Mexican goods. There are currently two border crossings that support commercial traffic and the state must ensure that their assets can support the continued increase in freight traffic moving forward.

Tourism is one of New Mexico's largest industries.

Over 30 million people come to New Mexico every year to visit national parks, forests, historical sites, and to attend festivals, sporting events, and Native American events. Tourism in New Mexico is growing 20% above the national average and with this growth comes an increase in tourism-related jobs. New Mexico must continue to maintain its transportation assets in order to support the travel of its residents and the visitors that come to enjoy all the state has to offer.

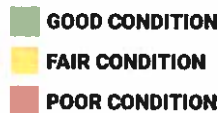
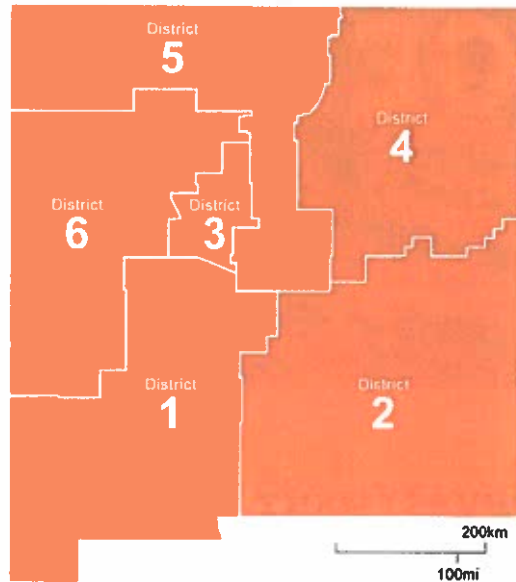
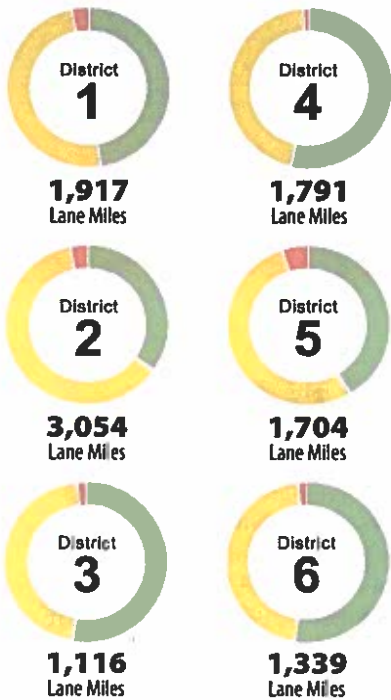
PAVEMENT AND BRIDGE ASSETS ON THE NHS

CURRENT CONDITION BY DISTRICT



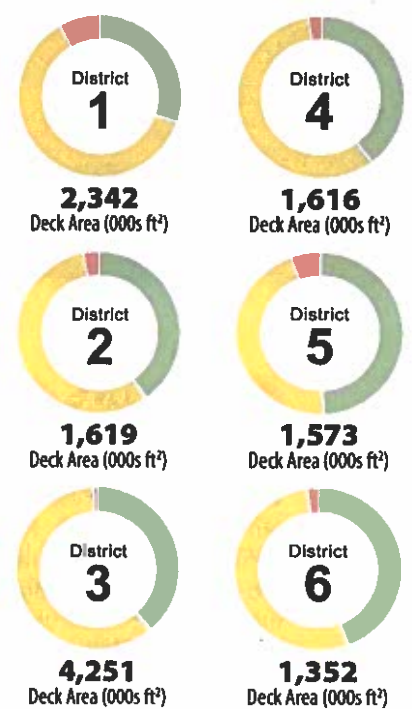
NHS PAVEMENT

Condition and total NMDOT-owned lane miles by district.



NHS BRIDGES

Condition and total NMDOT-owned bridge deck area by district.



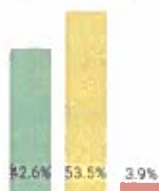
Pavement condition is measured on a scale from 1 (worst) to 100 (best). These ratings are used to establish whether a section of pavement is in good, fair or poor condition. Pavement in good condition is smooth and free from ruts and cracks.

TOTAL NHS LANE MILES

11,743

There are over 30,000 lane miles of pavement in New Mexico. Of this total, 11,743 are on the NHS.

Statewide percentage of good/fair/poor NHS pavement lane miles.



Bridge condition is measured on a scale from 0 (worst condition) to 9 (best condition). These ratings are used to establish whether a bridge is in good, fair or poor condition. A bridge in good condition is free from corrosion and rust.

TOTAL NHS BRIDGES

1,750

There are nearly 4,000 bridges in New Mexico. Of these, 1,750 are on the NHS.

Statewide percentage of good/fair/poor NHS bridges by deck area.



BRIDGE ASSETS : New Mexico's bridges span rivers, rail lines, and other roadways, making connections throughout the state. Regular maintenance helps to keep bridges from deteriorating and can reduce upkeep costs over time.

PRESERVING THE SYSTEM

BRIDGES

■ MAKING THE INVESTMENT

Bridges provide road network connectivity, spanning water bodies and other natural features, rail lines, and other roadways. New Mexico's bridge inventory includes a number of landmark structures, such as the Rio Grande Gorge Bridge on Highway 64, as well as many smaller structures such as overpasses on the Interstate system.

New bridges are designed to last at least 75 years, and in practice, many bridges remain in service for much longer. However, bridges require periodic maintenance to replace individual components (such as decks) that have a shorter life than the bridge as a whole. If maintenance work on a bridge is deferred, the deterioration may accelerate to the point where more costly repairs are needed. In extreme cases deteriorated conditions may require restricting the loads the bridge can carry or closing the bridge until needed repairs are complete – which can mean costly detours for road users. Thus, it is in NMDOT's interest to maintain bridges in good condition as it can result in the lowest long-term costs both to NMDOT and road users.

■ DELIVERING RESULTS

Bridges have a finite lifespan and deteriorate over time. However, preventative maintenance strategies can greatly extend the life of a bridge and keep it in good condition. Sweeping and washing a bridge on a yearly basis, as well as painting and deck patching, are cost-effective ways to maintain a bridge in its current condition.

NMDOT chooses which treatment to apply to a bridge based on its condition. Basic maintenance is feasible for a bridge with a deck condition of 5 or 6 out of 9. Rehabilitation is feasible for a bridge with a deck condition of 4. Replacement is required for a bridge with a deck condition lower than 4.

Bridges in poor condition require more drastic rehabilitation and replacement efforts that are costly to implement. A major challenge in addressing the overall condition of the state's bridges is how to prioritize the major repairs required for the bridges in poor condition with the ongoing preventative maintenance activities for other bridges.

MAINTAINING THE SYSTEM

Two different funding scenarios forecast bridge conditions over the next ten years. \$24.5M per year is the minimum needed to keep the portion of NHS bridges in poor condition from exceeding 10% in 10 years. Alternatively, if \$40M per year were invested in NHS bridges over 10 years, bridges in poor condition could be held to 5%.

\$24.5M

FUNDING SCENARIOS FOR NHS BRIDGES



A \$40M AVERAGE ANNUAL INVESTMENT WOULD REDUCE BRIDGES IN POOR CONDITION BY AN ADDITIONAL 5%

PLANNING FOR TOMORROW

A bridge in poor condition is also considered structurally deficient (SD). Over the past 10 years, New Mexico has made significant progress in reducing the number of structurally deficient, or poor condition, bridges. The percentage of total bridge deck area that is structurally deficient has decreased from 16% in 2004 to 5% in 2016. It is important to note that while a bridge may be classified as SD, this does not mean that the bridge is unsafe. Rather, it means deficiencies have been identified that require maintenance, rehabilitation or replacement.

NMDOT's practices contributing to improvement in bridge conditions include:

- Steady investments in bridge replacement and rehabilitation
- Performing work on bridges in fair condition to prevent them from becoming structurally deficient
- Creating a preventative maintenance program with dedicated funding

NHS BRIDGES

	2026		
	GOOD	FAIR	POOR
\$40M AVERAGE ANNUAL INVESTMENT	26%	69%	5%
\$24.5M AVERAGE ANNUAL INVESTMENT	19%	71%	10%
IMPACT OF ADDED INVESTMENT	+7%	-2%	-5%

Decline in Percentage of NMDOT Bridge Deck Area Classified as Structurally Deficient



PAVEMENT ASSETS ; Well-maintained roads keep traffic flowing, reducing the cost and delays associated with poor quality pavement.

PRESERVING THE SYSTEM ROADS



■ MAKING THE INVESTMENT

Roads get people where they need to go. They connect people in New Mexico to jobs, schools, healthcare, and recreation. They unite our communities, and also promote connections beyond. Businesses depend on the road network to move goods and deliver services.

Over time, pavement breaks down due to factors such as weather and traffic, which directly impacts drivers. Pavements in poor condition are rough and bumpy and show ruts and cracks. These roads offer an uncomfortable driving experience and contribute to increased wear and tear on vehicles. Severe deterioration can even increase risks to travelers' safety.

Delays and inefficiencies in the network can also be heightened by poor pavement conditions. Drivers face increased maintenance costs on their vehicles and they can spend more time in congested conditions. Businesses that depend on roads for shipping can see increased costs as well.

Pavement in good condition provides a smooth and comfortable driving experience. Instead of increasing costs and delays, pavement in good condition can help eliminate inefficiencies and improve consistency in journey time.

■ DELIVERING RESULTS

Highway pavements are designed to support anticipated traffic loads and provide a safe and relatively smooth driving surface. Most of the state highway system pavement is classified as "flexible" – hot mix asphalt or other bituminous-treated surface over a subgrade. A small portion of the inventory is "rigid" – constructed from concrete with no asphalt overlay. Pavement life varies based on a variety of design properties, construction practices, the traffic loads to which the pavement is subjected, and environmental conditions such as freeze-thaw cycles.

While flexible and rigid pavements deteriorate differently, in general pavements become rougher with age and exhibit cracking and other signs of distress. Flexible pavements may develop ruts. Keeping pavements in good condition lengthens their life, enhances safety, and helps reduce road users' operating costs. Numerous studies have shown that rough roads cause more wear and tear on vehicles and may result in decreased vehicle speeds.

MAINTAINING THE SYSTEM

In order to maintain the good sections of NHS at current conditions, \$62M per year for Interstate pavements and \$68M per year for non-Interstate NHS pavements (for a total of \$130M per year) is needed.



FUNDING SCENARIOS FOR NHS PAVEMENTS



A \$294M AVERAGE ANNUAL INVESTMENT WOULD REDUCE INTERSTATE PAVEMENTS IN POOR CONDITION BY AN ADDITIONAL 6% AND NON-INTERSTATE NHS PAVEMENTS BY 13%

PLANNING FOR TOMORROW

If funding on the NHS were \$81.5M per year for Interstate pavements and \$212.5M per year for non-Interstate NHS pavements (for a total of \$294M per year), conditions would improve. At this level of investment, pavements on the non-Interstate NHS in good condition would increase 20%, and pavements in poor condition would drop 13% relative to expected performance at current investment levels.

To put these numbers in context, the replacement value of NMDOT's NHS pavements is estimated at over \$10.8B.

INTERSTATE PAVEMENTS

	2026		
	GOOD	FAIR	POOR
\$81.5M AVERAGE ANNUAL INVESTMENT	51%	47%	2%
\$62M AVERAGE ANNUAL INVESTMENT	60%	32%	8%
IMPACT OF ADDED INVESTMENT	-9%	+15%	-6%

NON-INTERSTATE NHS PAVEMENTS

	2026		
	GOOD	FAIR	POOR
\$212.5M AVERAGE ANNUAL INVESTMENT	54%	42%	4%
\$68M AVERAGE ANNUAL INVESTMENT	34%	49%	17%
IMPACT OF ADDED INVESTMENT	+20%	-7%	-13%

TAM PROCESS : Asset management is an ever-improving process. Modifying and streamlining the process over time produces efficiencies and better results.

IMPLEMENTATION MISSION

PRIORITIES

In December 2015, the TAM Working Group and representatives in several NMDOT districts participated in a series of workshops, helping tell the department's TAM story. Staff underscored the prominence of the state's bridges and highways in the TAMP. Additionally, six priority action items were developed in order to guide the next phase of asset management in New Mexico.

BETTER DATA



STRENGTHEN DATA GOVERNANCE

Clarify roles to ensure data quality.



IMPROVE DATA AND MAPPING

Maintain a web-centric TAMP integrated with asset management systems.

STRONGER PROCESSES



STREAMLINE PROCESSES

Streamline business processes to facilitate coordination and track progress on project delivery.



LINK PLANS

Develop a Program Management Plan linking a long range plan to capital programs and budgets.

LOWER RISK



ENHANCE ASSET MODELS

Improve asset models to better predict asset deterioration and risk.



MITIGATE RISKS

Quantify risk in a risk register that can help inform project prioritization.

TAM IN ACTION

Effective Transportation Asset Management can reduce the cost and frequency of major reconstruction activities by setting a regular maintenance schedule over the lifetime of an asset. Regular maintenance can reduce the expense of major reconstruction and the inconvenience to the public. By projecting asset conditions into the future, NMDOT can optimize limited funding by prioritizing the most cost-effective maintenance treatments.

MAXIMIZING THE IMPACT OF TRANSPORTATION INVESTMENT



The implementation of these six strategic priorities will ensure that scarce public resources will be used with maximum efficiency and effectiveness. Each initiative has identified champions, key objectives, and a target completion date for the initial set of activities. Each initiative has also been categorized by the level of progress made towards it using a crawl/walk/run designation, where early-stage initiatives are a crawl, mid-stage initiatives are a walk, and well-developed initiatives are a run. These categorizations allow for easy identification of progress towards implementing NMDOT's strategic priorities.

TAM FRAMEWORK AND LEADERSHIP



To ensure a successful TAM program, the TAMP building process has included a focus on NMDOT's leadership structure and organizational framework as well as the alignment of these components needed to define improved business processes and guide the change that is inherent in the TAMP development and implementation process. Leadership for TAM at NMDOT is guided by a TAM Executive Steering Committee, led by a TAM champion. Primary stakeholders included in TAM oversight are designed to be broad and inclusive across departments, with participation from planning, programs, asset management, engineering, operations, and districts.

NEW MEXICO'S TRANSPORTATION ASSET MANAGEMENT PLAN

NMDOT's TAMP establishes the current condition of the highway and bridge assets in the state and provides a strategy for maintaining these assets in a state of good repair. The TAMP specifically addresses NMDOT's plan to achieve the performance goals set forth in recent federal legislation.

This executive-level report outlines the key elements of the plan, describes the investments needed to reach performance targets, and highlights the top priorities on the path to implementation. Once complete the three volumes of the TAMP will published online at: <http://dot.state.nm.us>.



Section I. Today: Where Are We Now? This section provides a snapshot view of NMDOT's major infrastructure assets today – inventory, condition and financial value.



Section II. Tomorrow: Where Are We Headed? This section looks at the future of NMDOT's pavement and bridge assets. It presents ten-year projections of asset condition.



Section III. Tomorrow: How Do We Get There? This section describes a set of initiatives planned or underway at NMDOT to improve asset management business practices.

ON THE COVER: The original **Missouri Avenue Bridge** was built in 1968. By 2014 it was in need of repair. The reconstruction, completed in 2016, included widened bridges, improved embankments, and colorful artwork celebrating the Organ Mountains, Desert Peaks National Monument and the restoration of habitats for endangered species such as the American Jaguar.



MODAL

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TRANSIT AND RAIL DIVISION

- ◆ Supports the development of transit and ridesharing as viable transportation choices in New Mexico.
- ◆ Administers federal transit grant funding and programs and provides technical and coordination assistance to public and private non-profit public transit systems.
- ◆ Administers federal transit grants and planning funds used by the state's larger municipalities and MPOs for public transit-related programs.
- ◆ Manages the NMDOT Park and Ride intercity bus service.
- ◆ In cooperation with the Rio Metro Regional Transit District, manages Rail Runner service.
- Conducts and participates in transit and rail planning activities.
- ◆ Assists local governments to establish Regional Transit Districts (RTDs) and assists the RTDs to plan, coordinate and implement service.
- ◆ Administers the NMDOT's railroad grade crossing safety improvement program.
- ◆ Administers the permitting program for requests to allow infrastructure projects to cross or use NMDOT-owned railroad property.

Transit in NM Facts

In FY 2017, Transit in NM:

- Accounted for over 14.5 million trips;
- Reduced 96.9 million vehicle miles traveled;
- Eliminated 46,333 tons of CO₂ emissions; and
- Reduced gasoline consumption by 4.7 million gallons.

Rural Transit Facts

In FY 2017, Rural Transit:

- Accounted for 1,639,620 trips;
- Reduced 8.4 million vehicle miles traveled;
- Eliminated 4,097 tons of CO₂ emissions; and
- Reduced gasoline consumption by 422,348 gallons.

New Mexico Rail Runner Express Facts

In FY 2017, Rail Runner:

- A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$995 monthly by choosing Rail Runner over driving alone in their private vehicle.
- Reduced traffic congestion by removing an estimated 15.6 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 6,900 tons; and
- Reduced gasoline consumption by 790,000 gallons.

NMDOT Park and Ride Facts

In FY 2017, NMDOT Park and Ride:

- The average passenger saved \$637 monthly by choosing Park and Ride over driving alone in their private vehicle (assumes 64-mile round trip, 25 mpg, 57 cents per mile private vehicle operating and ownership cost, \$90 monthly pass)
- Reduced traffic congestion by removing an estimated 7.9 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 3,819 tons; and
- Reduced gasoline consumption by 393,728 gallons.

New Mexico Statewide Transit System Characteristics

Service	NMDOT District	Service Type*	Funding Sources**	FY 2016 Ridership***	FY 2017 Ridership***
NMDOT Park and Ride	1,3,4,5	FR	State Funding, 5311(f)	264,221	247,100
Rail Runner	3,5	CR	RTD, Section 5307/5337	893,768	835,438
Bernalillo County					
Adelante Development Center	3		Section 5310		
ARCA	3		Section 5310		
Casa Angelica	3		Section 5310		
City of Albuquerque-ABQ Ride	3	FR/DR	Section 5307	11,338,863	10,152,655
Cornucopia Adult Day Service	3		Section 5310		
LifeRoots	3		Section 5310		
Mandy's Special Farm	3		Section 5310		
PB&J Family Services	3		Section 5310		
Pueblo of Isleta Elder Care	3		Section 5310		
Share Your Care, Inc.	3		Section 5310		
Therapeutic Living Services	3		Section 5310		
Chaves County					
City of Roswell-Pecos Trails	2	FR/DR	Section 5311	166,430	154,374
Cibola County					
Village of Milan - Carrot Express	6	DR	Section 5311	16,644	10,250
Pueblo of Laguna -Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	8,350	8,536
Curry County					
City of Clovis-Clovis Area Transit	2	DR	Section 5311	59,740	62,271
Doña Ana County					
Ben Archer Health Center/Hatch Area++ Medical	1		Section 5310	16,565	N/A
Las Cruces-Road Runner Transit	1	FR/DR	Section 5307	804,812	583,637
Progressive Residential Services	1		Section 5310		
South Central RTD +++	1		Section 5311	N/A	18,846
Tresco, Inc.	1		Section 5310		
Eddy County					
City of Carlsbad-Municipal Transit	2	FR/DR	Section 5311	48,890	41,120
Mature Diversity	2		Section 5310		
Grant County					
South West Regional Transit District ^^	1	DR/MFR/FR	Section 5311	98,401	94,784
Life Quest	1		Section 5310		
Lea County					
City of Hobbs-Hobbs Express	2	FR/DR	Section 5311	58,422	60,471
Lincoln County					
City of Ruidoso Downs—Lincoln County Transit	2	DR	Section 5311	2,616	7,442
Los Alamos County					
Los Alamos—Atomic City Transit	5	FR/MFR/DR	Section 5310/5311	498,995	464,273
McKinley County					
Community Pantry—Gallup Express	6	FR/MFR	Section 5311	105,519	66,493
Coyote Canyon Rehabilitation Center	6		Section 5310		
Presbyterian Medical Services	6		Section 5310		
Navajo Transit System	6	FR	Section 5311	53,990	49,512
Zuni Entrepreneurial Enterprises (ZEE)	6		Section 5310		

Service	NMDOT District	Service Type*	Funding Sources**	FY 2016 Ridership***	FY 2017 Ridership***
Otero County					
Zia Therapy Center, Inc.	2	FR/DR	Section 5310/5311	114,971	107,927
Rio Arriba County					
North Central Regional Transit District^	5	FR/DR	Section 5310/5311	267,687	283,147
Las Cumbres Community Services	5		Section 5310		
Roosevelt County					
City of Portales	2	DR	Section 5311	11,734	11,924
San Juan County					
City of Farmington-Red Apple Transit	5	FR/MFR/DR	Section 5307	120,493	127,099
Presbyterian Medical Services	5		Section 5310		
San Miguel County					
City of Las Vegas-Meadow City Express	4	DR	Section 5311	17,596	19,579
Sandoval County					
Rio Metro Regional Transit District*	3	FR/DR	Section 5310/5311	70,459	67,326
Santa Fe County					
City of Santa Fe-Santa Fe Trails	5	FR/DR	Section 5307	1,036,359	998,377
Presbyterian Medical Services	5		Section 5310		
Socorro County					
City of Socorro	1	DR	Section 5311	13,791	13,133
Taos County					
Town of Red River-Miners Transit	5	DR	Section 5311	41,870	39,786
Dreamtree Project	5		Section 5310		
Ensuenos Y Los Angelitos	5		Section 5310		
Union County					
Golden Spread Rural Frontier Coalition	4	DR	Section 5311	2,152	13,327
Valencia County					
La Vida Felicidad	3		Section 5310		
TOTAL RIDERSHIP				FY 16	FY 17
Percentage Decrease from FY 16: -9.6%				16,133,338	14,583,926

*FR-Fixed Route
MFR-Modified Fixed Route
DR-Demand Response
CR-Commuter Rail

Section 5310 services are Demand Response unless otherwise noted.

**Section 5310 programs are for capital expenses and are typically not funded for consecutive years. Therefore, ridership numbers are not reported in this publication.

***Ridership is based on State Fiscal Years 2016 and 2017 (July 1 - June 30) for NM Rail Runner Express and NMDOT Park and Ride, and Federal Fiscal Years 2016 and 2017 (October 1 - September 30) for FTA Sections 5307 and 5311.

^NCRTD serves Rio Arriba, Taos, Los Alamos, and Santa Fe counties and their tribal members include Santa Clara; San Ildefonso; Pojoaque; Ohkay Owingeh; and Tesuque. On July 1, 2015 the NCRTD acquired the Chile Line from the Town of Taos.

^^Southwest Regional Transit District (SWRTD) serves Grant, Luna, and Hidalgo Counties.

*Rio Metro Regional Transit District (RMRTD) provides rural transit services in Valencia and Sandoval Counties.

++ Ben Archer Health Center receives only Section 5310 funding, beginning FY16.

+++ South Central RTD began Section 5311 service in Doña Ana County in FY17.



RURAL PUBLIC TRANSIT FTA Section 5311 Program

The Federal Transit Administration (FTA) Rural Public Transit Program assists states and localities in developing and expanding transit services in rural areas with populations of less than 50,000. In 2017, 21 sub-grantees, spanning 22 counties across the state of New Mexico, received Section 5311 funding.

Ridership: 1,639,620 annual passengers trips (October 1, 2016 to September 30, 2017)

Equipment: The smaller transit systems typically operate 8-15 passenger vans while the larger systems utilize 22-32 passenger buses. 185 vehicles have been purchased by Section 5311 sub-grantees from FY10 to FY17.

Types of Services: Fixed Route - travels a set route at scheduled times. There are 13 rural transit systems with fixed route service.

Demand-Response - offers rides on demand with a next day notice for transportation. There are 17 rural transit systems with demand response service.

Modified Fixed are routes that will deviate from their schedule with advanced notice. There are 5 rural transit systems with modified fixed route service.

Fares: Fares range from free to \$5.00 per one-way trip, depending on miles traveled.

Governance: The FTA allocates New Mexico's Section 5311 funding to NMDOT as the primary *grantee*. The NMDOT then conducts an annual application process by which it awards and administers funds to *sub-grantees* (e.g. public, tribal or non-profit entities) that qualify.

Budget Requirements: Sub-grantees are responsible for providing all required local match funds for grants they are awarded. There are four Section 5311 budget categories.

Capital expenses include the acquisition, construction and improvement of public transit facilities and equipment needed for a safe and efficient public transportation system.

Administrative expenses include expenses such as salaries; marketing expenses; insurance premiums; office supplies; occupancy and facilities costs, and equipment rental.

Operating expenses are those costs directly related to system operations.

Planning expenses include the costs associated with planning, research, and technical assistance. The program reimburses actual expenditures for each category on a monthly basis.

Funding Requirements: An 80/20 Federal/Local Match is required for Administrative, Capital, and Planning expenses, and a 50/50 match is required for Operating expenses.

For program year October 1, 2017 to September 30, 2018 a total of \$20,682,206 will be used to fund this program— \$18,399,938 of Section 5311 funds: \$10,216,130 in federal funds and \$8,183,808 in local matching funds and \$2,282,268 in Section 5339 State of Good Repair funds: \$1,825,814 in federal funds and \$456,454 in local matching funds.

For program year October 1, 2016, to September 30, 2017, federal (Section 5311 and Section 5339) and local program funds totaling \$23,317,535 were used to fund Administration, Operations, and Capital expenditures for Rural Public Transit programs.

Rural Public Transit (5311) Facts

- There are 310 buses and vans in service.
- 1,639,620 passenger trips took place in FFY 2017. This is a 1.5% decrease from FFY 16.

County(s)	NMDOT District	Subgrantee - Transit Name	Total Number of Vehicles in Fleet	FFY17 Ridership	FFY17 Total Funding Expended for 5311 and 5339
Chaves	2	City of Roswell - Pecos Trails Transit	16	154,374	\$1,341,376.19
Cibola	6	Pueblo of Laguna - Shaa'srk'a Transit	4	8,536	\$189,623.03
Cibola	6	Village of Milan-Carrot Express	3	10,250	\$201,809.26
Curry	2	City of Clovis - Clovis Area Transit System (CATS)	14	62,271	\$734,125.56
Doña Ana	1	South Central RTD	6	18,846	\$716,534.94
Eddy	2	City of Carlsbad - Municipal Transit System	19	41,120	\$687,138.33
Grant (also Hidalgo and Luna Counties)	1	Grant County - Corre Caminos, South West RTD	12	94,784	\$920,988.22
Lea	2	City of Hobbs - Hobbs Express	10	60,471	\$1,078,312.67
Lincoln	2	Ruidoso Downs - Lincoln County Transit	5	7,442	\$288,444.74
Los Alamos	5	Los Alamos County - Atomic City Transit	27	464,273	\$3,500,774.12
McKinley	6	Community Pantry - Gallup Express	9	66,493	\$324,092.00
McKinley	6	Navajo Nation - Navajo Nation Transit System	29	49,512	\$649,585.72
McKinley	6	Pueblo of Zuni	8	44,739	\$401,066.53
Otero	2	Zia Therapy Center - Z Trans	22	107,927	\$1,021,477.79
Rio Arriba (also Santa Fe, Los Alamos and Taos Counties)	5	North Central Regional Transit District (NCRTD)	57	283,147	\$4,692,048.48
Roosevelt	2	City of Portales - Portales Area Transit System	5	11,924	\$156,286.55
San Miguel	4	City of Las Vegas - Meadow City Express	7	19,579	\$310,701.44
Sandoval and Valencia Counties	3,6	Rio Metro Regional Transit District (RMRTD)	36	67,326	\$1,235,535.97
Socorro	1	City of Socorro - Public Transportation System	9	13,133	\$270,159.60
Taos	5	Town of Red River - Miner's Transit	4	39,786	\$164,826.82
Union	4	Golden Spread Rural Frontier Coalition (Clayton)	8	13,327	\$318,532.14
		TOTAL	310	1,639,620	\$19,203,440.07



**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
FTA SECTION 5310 PROGRAM**

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program funds assist in meeting the transportation needs of elderly citizens and individuals with disabilities. The program provides capital assistance to help meet these transportation needs. Under the federal transportation funding law, Moving Ahead for Progress in the 21st Century Act (MAP-21), the Section 5317 New Freedom Program has been consolidated into the Section 5310 program.

Ridership: 221,970 annual trips were reported for the program year October 1, 2015 - September 30, 2016 (last year available). Currently, 29 sub-grantees report ridership. Between 2009 and 2017, a total of 256 vehicles have been purchased under the Section 5310 program. Updated ridership for FFY 2017 is forthcoming.

Equipment: The smaller systems typically operate 6-15 passenger vans equipped with lifts/ ramps while the larger systems may utilize 22-32 passenger modified buses.

Types of Services: Demand Response rides are provided on demand to service to the subgrantee's specific clientele.

Fares: No fares are charged in most cases.

Governance: States apply for funds on behalf of local private non-profit agencies and certain public bodies. The FTA allocates New Mexico's Section 5310 funding to NMDOT as the primary *grantee*. The NMDOT then conducts an application process by which it awards and administers funds to *sub-grantees* including public, tribal or non-profit entities that qualify.

Budget Requirements: NMDOT provides funding for vehicle purchases, small capital projects, capital equipment purchases, and operating assistance (for special projects). Sub-grantees are required to submit quarterly ridership status reports for vehicles purchased with Section 5310 funding. Sub-grantees are responsible for providing all required local match funds for grants they are awarded.

Funding Requirements: FTA requires a 80/20 federal/local match for capital purchases, and a 50/50 federal/local match for operating. Funded projects must be derived from the locally-developed, Coordinated Public Transit — Human Services Transportation Plan. The Plan was completed in May 2015 and is available to view at http://dot.state.nm.us/en/Transit_Rail.html

For the program year October 1, 2017 to September 30, 2018 a total of \$2,450,947 will be used to fund this program—\$1,960,757 of Section 5310 federal funds and \$490,190 of local match.

For the program year October 1, 2016 to September 30, 2017 a total of \$2,097,982 was used to fund this program—\$1,678,385 of Section 5310 federal funds and \$419,597 of local match.

County Served	NMDOT District	FY09-FY17 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Adelante Development Center	47
	3	ARCA	28
	3	Casa Angelica	1
	3	Cornucopia Adult Day Service	4
	3	Jewish Family Services	2
	3	LifeRoots	4

County Served	NMDOT District	FY09-FY17 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Mandy's Special Farm	5
	3	PB & J Family Services, Inc.	6
	3	Pueblo of Isleta	9
	3	Share Your Care	12
	3	Therapeutic Living Services	2
Dofia Ana	1	Ben Archer Health Center/Hatch Area Medical	10
	1	Progressive Residential Services	6
	1	Tresco, Inc.	42
Eddy	2	Mature Diversity	1
Grant	1	Life Quest, Inc.	4
Los Alamos	5	Los Alamos County	4
McKinley	6	Coyote Canyon Rehabilitation Center	9
	6	Presbyterian Medical Services—Gallup	1
	6	Zuni Entrepreneurial Services (ZEE)	3
Otero	2	Zia Therapy Inc.	9
Rio Arriba	5	Las Cumbres Learning Services, Inc.	6
	5	North Central Regional Transit District	7
	5	Santa Clara Pueblo	1
Sandoval	5	Rio Metro Regional Transit District	14
San Juan	5	Presbyterian Medical Services—San Juan	8
Santa Fe	5	Presbyterian Medical Services—Santa Fe	3
Taos	5	Dreamtree Project	2
	5	Ensuenos Y Los Angelitos	3
Valencia	3	La Vida Felicidad	3
TOTAL			256

December 2017

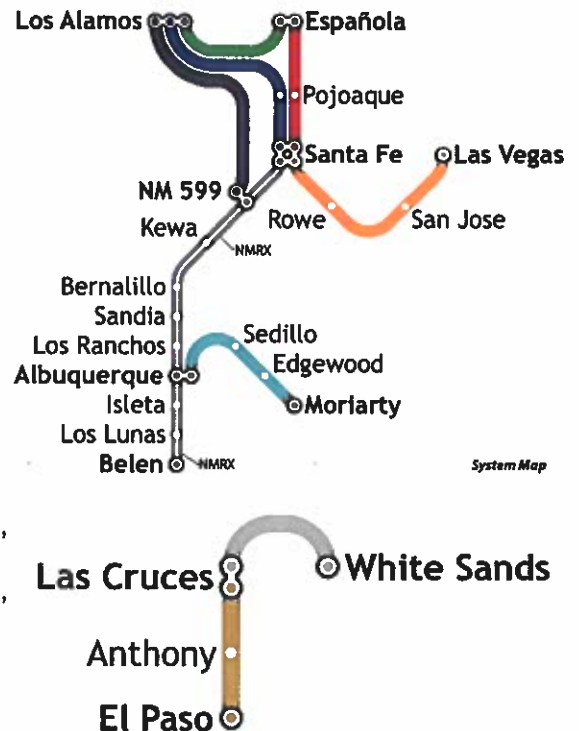


In order to increase mobility options for the general public, the New Mexico Department of Transportation provides Park and Ride intercity and shuttle transit service during weekday morning and evening peak time periods.

Ridership: With 115 bus departures daily on eight fixed routes and three shuttle routes and 247,100 passenger trips provided in FY 2017, NMDOT Park and Ride is the State's fifth largest bus transit system. Total FY 2017 ridership was 6.5% less than FY 2016 ridership. This decrease in ridership can be attributed to an extended period of significantly lower fuel prices as compared to previous years.

Inter-City Routes and Average Daily Ridership (ADR) for State Fiscal Year 2017:

- Santa Fe - Las Vegas: **Orange Route**, 73.1 ADR, 3 round-trips and 1 one-way trip
- Española - Pojoaque - Santa Fe: **Red Route**, 59.2 ADR, 6 round-trips
- Española - Los Alamos: **Green Route**, 133.1 ADR, 13 round-trips
- Santa Fe - Pojoaque - Los Alamos: **Blue Route**, 287.5 ADR, 11 round-trips and 1 one-way trip
- Albuquerque - NM 599 Station - Los Alamos: **Purple Route**, 94.5 ADR, 4 round trips and 1 one-way trip
- Las Cruces - White Sands Missile Range: **Silver Route**, 38.9 ADR, 1 round-trip
- Moriarty - Edgewood - Sedillo - Albuquerque: **Turquoise Route**, 10.1 ADR, 1 round-trip
- Las Cruces - Anthony, TX - El Paso, TX: **Gold Route**, 207.6 ADR, 6 round-trips and 2 one-way trips



New Mexico DOT Park and Ride Facts

- Low fares (averages 7 cents/mile)
- In 2017, the average passenger saved \$637 monthly by choosing Park and Ride over driving alone in their private vehicle (assumes 64-mile round trip, 25 mpg, 57 cents per mile private vehicle operating and ownership cost, \$90 monthly pass)

Park and Ride Shuttles:

Park and Ride operates three fixed-route train station Shuttles: the **South Capitol Station Shuttle** (43.1 ADR), the **NM 599 Station Shuttle** (38.3 ADR) and the **Purple Shuttle** (0.2 ADR). These Shuttles link with the NM Rail Runner Express and the NMDOT Park and Ride systems to provide increased commute options to the major employment sites and transit hubs in the Santa Fe area.



Riders can track their NMDOT Park and Ride buses moving in real-time during service hours at <http://nmdotparkandride.transloc.com/>

www.nmparkandride.com

866-551-RIDE (7433)

December 2017

The Santa Fe Shuttles operate on all weekdays except designated state holidays. Shuttles are free for passengers with a valid NMDOT Park and Ride monthly pass, NM Rail Runner Express boarding or monthly pass, or a Santa Fe Trails monthly pass. Other passengers are charged a \$1 fare for a one-way trip.

The **South Capitol Station Shuttle** meets three morning northbound arriving and three afternoon southbound departing NM Rail Runner Express trains at the South Capitol Station, as well as most peak direction NMDOT Park and Ride Orange and Red Route buses.

The **NM 599 Station Shuttle** meets three morning northbound arriving and three p.m. southbound departing New Mexico Rail Runner Express trains at the NM 599 Rail Runner Express station.

The **Purple Shuttle** meets the morning northbound Purple Route bus from Albuquerque at the NM 599 Station and proceeds to the South Capitol Station and the Santa Fe Depot.

Intercity fares: One way fares vary from \$2 or \$3 with monthly passes available for \$60 or \$90, depending on the route. A system-wide monthly pass is available for \$150 and allows unlimited trips on NMDOT Park and Ride and NM Rail Runner Express.

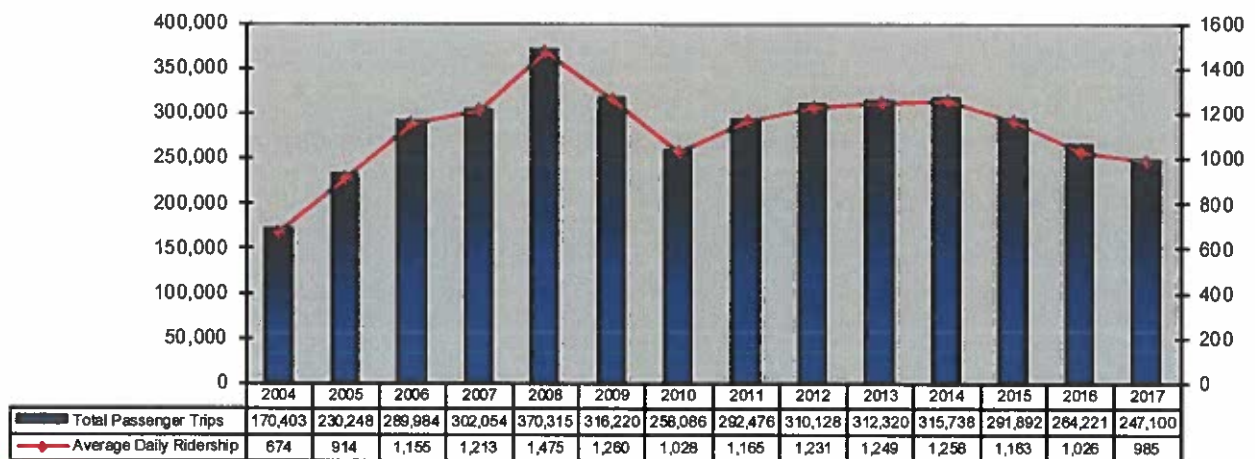
Funding: The FY17 budget for NMDOT Park and Ride included \$5.7 million of State funds, \$300,000 in Federal funds, \$420,180 from El Paso County, \$116,077.78 from Rio Metro RTD, \$689,499 of fare revenues and \$11,150 in advertising revenues for State Fiscal year 2017 (July 2016- June 2017).

Buses: NMDOT Park and Ride operates with 24 fifty-seven passenger buses, including four spare buses.

More New Mexico DOT Park and Ride Facts

- Reduced traffic congestion by removing an estimated 7.9 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced carbon dioxide emissions (a Greenhouse Gas) by 3,819 tons; and
- Reduced gasoline consumption by 393,728 gallons.

NMDOT Park and Ride Passenger Trips and Average Daily Ridership by State Fiscal Years 2004 to 2017
(State Fiscal Year is July 1 to June 30)



Passenger Pick-up and Drop-off Locations through FY 2017:

ALBUQUERQUE

- ◆ The Alvarado Transit Center is located downtown at First Street and Central Avenue. Connections to NM Rail Runner Express and ABQ Ride, as well as ABQ Rapid Ride are made here. The Amtrak and TNM&O (interstate bus) stations are located on the same block. The Turquoise and Purple Routes serve this stop. ABQ Ride buses also use this stop. Paid parking is available across the street in a parking facility accessed from 2nd Street.
- ◆ The Eubank and Central stops are located on the east and west sides of Eubank Boulevard, north of the intersection with Central Avenue. The Turquoise Route serves this stop- with connections to ABQ Ride buses. No parking is available for this stop.
- ◆ Los Ranchos/Journal Center Station is at 101 El Pueblo NE, Albuquerque- south of Paseo del Norte between 2nd Street and Edith Boulevard. The Purple Route serves this station in the morning. This station also serves NM Rail Runner Express and ABQ Ride. Free public parking is available.
- ◆ The Montañito Transit Center is located at 130 Montañito Road, Albuquerque, NM 87107. The Purple Route serves this station in the morning. This station also serves NM Rail Runner Express and ABQ Ride. Free public parking is available.
- ◆ The Uptown Transit Center is located at Americas Parkway and Uptown Boulevard. The Turquoise Route serves this stop. Passengers can transfer here to ABQ Ride and Rapid Ride. Free public parking is available for transit users directly north of the Center. This Transit Center is planned to accommodate transit-oriented developments in the future.

ANTHONY, TX

- ◆ The Lowes Big 8 Foods Lot is located at 2000 Antonio St. Anthony, TX 79821- approximately 1/4 mile west of I-10. The Gold Route serves this stop. Approximately 20 parking spaces are available for this stop.

BERNALILLO

- ◆ The Sandoval Co./US 550 Rail Runner Station is located at 131 South Hill Rd., in Bernalillo-- off US 550 between Camino del Pueblo and I-25. The Purple Route serves this station in the morning. This station also serves NM Rail Runner Express and Rio Metro Regional Transit District buses. Free public parking is available.

EDGEWOOD

- ◆ The Edgewood Lot is located at 5 Entrada Del Norte, Edgewood, NM, 87015- at the Good Shepherd Lutheran Church. Use exit 187 from I-40. The Turquoise Route serves this stop. Approximately 20 parking spaces are available at this stop.

EL PASO, TX

- ◆ The Downtown El Paso Transit Center is at 601 Santa Fe Street, El Paso, Texas. The Gold Route serves this location, which is also used by El Paso's Sun Metro buses. Limited, by-the-hour parking is available at this stop.
- ◆ The West Side Transfer Center is at 7535 Remcon Circle. The Gold Route serves this location, which is also used by El Paso's Sun Metro buses. Approximately 50 parking spaces are available at this stop.

ESPAÑOLA

- ◆ The Española Lot is located on the north side of Paseo de Oñate, east and west of Espinosa Street. The Green and Red Routes serve this lot. North Central Regional Transit District buses also serve this lot. Free parking is available here.

LAS CRUCES

- ◆ The Ashley Lot is located in the Ashley Furniture HomeStore parking lot, located at 3299 Del Rey Blvd. The Silver Route serves this lot. Las Cruces Roadrunner buses stop nearby on Del Rey Blvd. 94 parking spaces are available in this lot.
- ◆ The NMSU Lot is located east of the Pan American Center on the northeast corner of Arrowhead Dr. and Stewart Street. The Silver and Gold Routes serve this stop and connect with two NMSU Aggie Shuttles. Free parking is available at this lot.
- ◆ The Mesilla Valley Intermodal Transit Terminal is located at 300 W. Lohman Avenue at Alameda Boulevard. The Gold Route serves this stop and connect with Las Cruces Roadrunner buses. Limited time parking is available.

LAS VEGAS

- ◆ The Las Vegas Lot is located at the NMDOT District 4 campus. The Orange Route serves this lot. There are 76 free parking spaces at this lot.
- ◆ The NMHU Lot The New Mexico Highlands University (NMHU) lot is located on the south side of Reynolds Ave., between 9th and 10th Streets. The Orange Route serves this stop. Free parking is available.

LOS ALAMOS

- ◆ The Mesa Public Library Stop is located on Central Avenue in front of the Mesa Public Library. Limited parking is available in the library parking lot. The Purple, Blue and Green Routes serve this location.
- ◆ The Los Alamos Medical Center Stops are located on the east and west sides of Diamond Drive, south of Trinity Drive. There are no parking spaces associated with this stop. The Blue and Green Routes serve this location.
- ◆ The Tech Area 3 (TA-3) Stop is located at Los Alamos National Laboratories. Access is from East Jemez Road, one block east of Diamond Drive, on the south side. The Purple, Blue and Green Routes serve this stop. Connections can be made with North Central Regional Transit District, Atomic City Transit and Los Alamos Taxi. Free parking is available at this lot.

MORIARTY

- ◆ The Moriarty Lot is located in the 1000 Block of Industrial Park Road, Moriarty, NM 87035. The Turquoise Route serves this lot. Free parking is available at this lot.

POJOAQUE

- ◆ The Pojoaque Lot is located near the intersection of Highway 284/85 and NM 502 at the Cities of Gold Casino and Hotel. The Blue and Red Routes serve this stop. Connections can be made with North Central Regional Transit District. Free parking is available at this lot.

ROWE

- ◆ The Rowe Lot is located at the New Mexico Department of Transportation Rowe Patrol Yard on NM State Road 63 near the 307 Interchange. The Orange Route serves this lot. Free parking is available here.

SANTA FE

- ◆ The Alta Vista stops are located on the north and south sides of Alta Vista Street, just west of St. Francis Drive. The Red, Orange and South Capitol Station Shuttle routes stop here. Free parking is available at the nearby South Capitol Station Lot.
- ◆ The Capitol stop is on the Northeast corner of Paseo De Peralta and Old Santa Fe Trail. The boarding area is near the exit of the lot onto Paseo De Peralta. The Blue, Red, and Orange Routes stop here. Free parking is available in this lot.
- ◆ The Santa Fe Lot is located west of St. Francis Drive on Calle Mejia, 1/4-mile north of the intersection with Alamo Drive. The Blue and Red Routes serves this lot. This lot has free parking available.
- ◆ The Sheridan Avenue Transit Center is on Sheridan Avenue, just south of Marcy Street. This stop is the northern transfer hub for Santa Fe Trails. The Blue and Red Routes serve this stop.
- ◆ The South Capitol Station is on Pen Road, between Alta Vista Street and Cordova Road. It is a transfer point for the South Capitol Station Shuttle, Blue, Red, Purple, and Orange Routes, the NM Rail Runner Express, Santa Fe Trails Routes #2 and #4, and North Central Regional Transit District. It is also used by Taos Express on Saturdays. Free parking is available at this Station.
- ◆ The NM599 Station is located at the intersection of NM 599 and I-25, is a transfer point for the NM599 Station Shuttle, the Purple Route, the Blue Route, the Purple Shuttle, and the NM Rail Runner Express. This stop is also used by North Central Regional Transit District buses. The NM 599 Station Shuttle connects with Santa Fe Trails at the Santa Fe Place mall. Free parking is available at this lot.

SAN JOSE

- ◆ Exit 319- This lot is located at the northeast corner of the Exit 319 interchange off of I-25 adjacent to a convenience store. The Orange Route serves this location. Free parking is available here.

SEDILLO

- ◆ The Sedillo Lot is on the north side of NM 333. The Turquoise Route serves this location. Free parking is available here

WHITE SANDS MISSILE RANGE (WSMR)

- ◆ The WSMR Stops are located at: Las Cruces Gate, Headquarters; Bldg. 21080, Bldg. 1506; Bldg. 1404; Bldg. 1408, Bldg. 426. The Silver Route serves WSMR. Unlimited parking is available on WSMR, but only persons with military post access may use the WSMR facilities.

South Capitol Station Shuttle stops are:

- ◆ The Alta Vista stops are located on the north and south sides of Alta Vista St. between St. Francis Dr. and the rail tracks. Limited parking is available in lots adjacent to this stop.
- ◆ The Pacheco St. stops are located on the east and west sides of Pacheco Street, between St. Michaels Dr. and Placita de Vida. There are no parking spaces associated with these stops.
- ◆ The St. Michael's Dr. at Galisteo St. stops are located on the north and south sides of St. Michaels Drive, east of Galisteo St.
- ◆ The Rodeo Park Dr. stops are located on (1) Rodeo Park Dr. East, between Rodeo Rd. and Vivigen Way, and (2) Rodeo Park Dr. West, between Rodeo Park Dr. East and Vivigen Way. There are no parking spaces associated with this stop.
- ◆ The Hospital stop is on the east side of Hospital Dr., west of Christus St. Vincent's Regional Medical Center. Limited parking is available in lots near this stop.
- ◆ The San Mateo stops are located on the north and south sides of W. San Mateo Rd., between Pacheco St. and St. Francis Dr.
- ◆ The South Capitol Station is on Pen Road, between Alta Vista Street and Cordova Road. It is a transfer point for the South Capitol Station Shuttle, Blue, Red, Purple, and Orange Routes, the NM Rail Runner Express, Santa Fe Trails Routes #2 and #4, and North Central Regional Transit District. It is also used by Taos Express on Saturdays. Free parking is available at this Station.

The NM 599 Station Shuttle stops are:

- ◆ NM599 Station- This station is located at the intersection of NM 599 and I-25, is a transfer point for the NM599 Station Shuttle, the Purple Route, the Blue Route, the Purple Shuttle, and the NM Rail Runner Express. This stop is also used by North Central Regional Transit District buses. The NM 599 Station Shuttle connects with Santa Fe Trails at the Santa Fe Place mall. Free parking is available at this lot.
- ◆ Bisbee Court- These stops are located on the south side of Rancho Viejo Blvd. No parking spaces are available at these stops.
- ◆ New Mexican Plaza- This stop is located on Plaza la Prensa, just west of the Santa Fe New Mexican offices and south of Bus Park Ct. No parking spaces are available at this stop.
- ◆ Jaguar Lot- This lot is located near the intersection of Jaguar Drive and Cerrillos Road, 500 feet west of Cerrillos Rd. Free parking is available at this lot.
- ◆ Camino Entrada- This stop is located 1/4-mile north of Camino Cristo on the east and west sides of Camino Entrada. No parking is available at this stop.
- ◆ Santa Fe Place- This stop is located at the mall's transit center, in the parking lot on the south side of the mall. Free parking is available at this stop.

NEW MEXICO RAIL RUNNER EXPRESS COMMUTER RAIL SERVICE

Phase I service began on July 14, 2006, initially providing service between Bernalillo and Albuquerque, and expanded to Los Lunas on December 11, 2006 and to Belen on February 2, 2007. Phase II service to Santa Fe began on December 17, 2008. Service to Kewa Station began February 22, 2010. Service to Sandia Station began August 29, 2011. Service to Montañó Station began April 7, 2014. Service to Zia Road Station began on April 24, 2017.

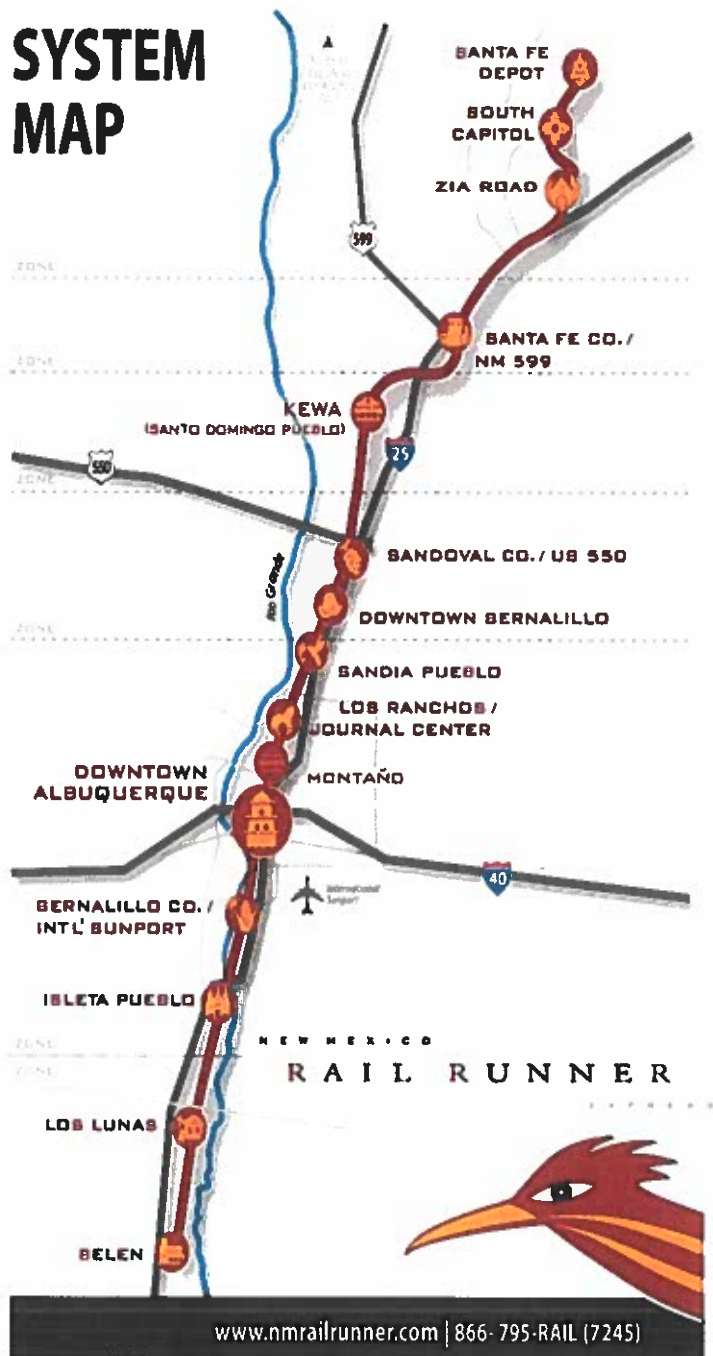
Equipment: 22 passenger cars, each containing about 150 seats, with bicycle and wheelchair accommodations are used in service. There are nine locomotives in the fleet. Train trips use two, three, four or five passenger cars.








Operations: The trains and the 100 miles of rail-road property, owned by NMDOT, are operated and maintained by Herzog Transit Services Inc. under contract to the Rio Metro RTD. The program is administered by the Rio Metro RTD under the terms of an Agreement with NMDOT.

Schedule/Stations: The 15 current stations in service are: Belen, Los Lunas, Isleta Pueblo, the Bernalillo County/International Sunport, Sandia Pueblo, Downtown Albuquerque, Montañó, Los Ranchos/Journal Center, Downtown Bernalillo, U.S. 550/Sandoval County, Kewa Pueblo, NM 599, Zia Road, Santa Fe South Capitol and Santa Fe Depot/Rail Yard. Rail Runner currently operates 22 train trips on weekdays, 11 train trips on Saturdays, and seven train trips on Sunday.

Fares: A zone fare structure is used. There are six fare zones, with fares based on the number of zones in which a passenger travels. For example, \$10 is charged for a roundtrip between Albuquerque and Santa Fe (5 zones); \$11 between Santa Fe and Belen (6 zones); \$4 between Belen and Albuquerque (2 zones); and \$9 between Bernalillo and Santa Fe (4 zones). Discounted fares (usually half price) are provided for students (with a valid student ID), seniors age 62 and older and persons with disabilities. Children 10 and under ride free. Rail Runner tickets are sold on the trains and online. They are honored on the ABQRide, Rio Metro RTD, and Santa Fe Trails bus systems, as well as the Santa Fe Pick-Up and South Capitol Shuttle services in Santa Fe, for no additional fare. An NMDOT Park and Ride system-wide monthly pass (\$150 per month) is also honored on the Rail Runner for travel on any part of the system. Additional Rail Runner fare discounts can be obtained by purchasing passes online at www.nmrailrunner.com. Systemwide fare increases were implemented in May 2012.

SYSTEM MAP



							
Santa Fe Depot		●		●		●	●
South Capitol		●		●	●		●
Zia Road							
Santa Fe County / NM 599		●		●	●		●
Kewa Pueblo			●			●	
U.S. 550 / Sandoval County			●		●	●	●
Downtown Bernalillo							
Sandia Pueblo						●	
Los Ranchos / Journal Center	●		●		●		
Montaño	●				●		
Downtown Albuquerque	●		●		●		●
Bernalillo County	●		●				
Isleta Pueblo			●			●	
Los Lunas			●				
Belen			●				●

Transit Connections: Rail Runner serves as the spine of a regional transit network that includes Socorro, Taos, Los Alamos, Las Vegas, and Cuba. There are transit connections at most Rail Runner stations to local and regional bus services and commuter, casino, and university shuttles. At the Downtown Albuquerque station, located adjacent to the Alvarado Transportation Center, connections can be made to Greyhound bus service, Amtrak's Southwest Chief, UNM Campus and Hospital shuttles, as well as many ABQ Ride bus routes. ABQRide provides connections to the International Sunport from both the Downtown Albuquerque and Bernalillo County stations. Other notable connections include NCRD bus routes from Santa Fe stations to Taos and Los Alamos and the Socorro Shuttle from the Belen Rail Runner station.

Ridership: Rail Runner has carried a total of 10.9 million passenger trips since service began on July 14, 2006. In October 2017, total monthly Rail Runner ridership was 76,378 and average weekday ridership was 2,803.

Rail Runner Benefits

In FY 2017, Rail Runner:

- ◆ Reduced traffic congestion by removing an estimated 15.6 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- ◆ Reduced carbon dioxide emissions (a Greenhouse Gas) by 6,900 tons; and
- ◆ Reduced gasoline consumption by 790,000 gallons.

Rail Runner Rider Savings

- ◆ A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$995 monthly by choosing Rail Runner over driving alone in their private vehicle.

Rail Runner Annual Ridership

	Total Riders	Average Weekday Riders
FY 2007	485,150	1,801
FY 2008	541,547	1,900
FY 2009	1,081,719	3,420
FY 2010	1,239,805	3,995
FY 2011	1,219,461	4,088
FY 2012	1,191,654	4,082
FY 2013	1,089,358	3,673
FY 2014	1,083,536	3,662
FY 2015	997,299	3,358
FY 2016	887,152	2,983
FY 2017	835,438	2,780

FY 2018 Operating Budget: \$26.1 million

FY 2018 Operating Revenues:

\$2.2 million	BNSF Railroad and Amtrak payments (their proportionate share of the maintenance cost for the track and facilities between Belen and Lamy)
\$2.2 million	Farebox revenue
\$8.5 million	Federal Grant funds
\$13.2 million	Gross Receipts Tax revenue provided by the Rio Metro Regional Transit District and the North Central Regional Transit Districts
\$0	State Funds

December 2017



Highway-Rail Grade Crossing Improvements: FHWA—NMDOT Section 130 Program

Each State receiving U.S. Federal Highway Administration (FHWA) funding is required to establish a "Highway-Railroad Grade Crossing Safety Improvement Program." The program establishes priorities for addressing highway-railroad grade crossing hazards and guides the implementation and evaluation of remedial measures for railroad grade crossing safety. In setting priorities, the States are directed to consider and rank the dangers posed by highway grade crossings. Having developed a program, each State must evaluate its effectiveness and costs and file annual reports with FHWA.



NMDOT's 2017 Program

The 2017 program obligated four (4) individual railroad grade crossing improvement projects. These projects, undertaken by the railroad that owns or maintains the track at each crossing and reimbursed by the Section 130 Program, consists of the following:

- ◆ Full reconstruction of the Hall Street/NM 185 railroad grade crossing in Hatch, Dona Ana County, including the crossing surface, roadway approaches, adjacent roadway intersection, and replacement of obsolete flasher warning lights with new flasher warning lights and addition of gate arms.
- ◆ Full reconstruction of the Indian School Road railroad grade crossing in Albuquerque, Bernalillo County, including crossing surface, roadway approaches between Commercial and 2nd Street, and addition of two exit gate arms to create a four quadrant gate arm system.
- ◆ Replacement of obsolete flasher warning lights and adding gate arms at West O'Hara Road near Anthony, Dona Ana County.
- ◆ Adding flasher warning lights and gate arms at Ojo De La Vaca Road near Canoncito, Santa Fe County, converting this crossing from a passive warning (signs only) crossing to an active warning crossing.

As of November 2017, one project has been fully completed (West O'Hara), two projects have been substantially completed (Indian School and Hall Street) and the fourth project is expected to be completed by July of 2018 (Ojo De La Vaca Road).

NMDOT's 2018-2022 Program

The 2018—2022 program consists of thirty-nine (39) individual railroad grade crossing improvement projects with an estimated cost of \$10,760,523.80 as of November 2017. Most of these projects include one or both of (i) addition of automatic warning flasher lights and gate arms where only signs presently exist to provide warning, and (ii) the replacement of hazardous and worn-out grade crossing surfaces that are considered to be beyond their useful life expectancy. The majority of these projects are in the southeastern portion of New Mexico, where recent surges in economic activity have increased highway traffic and subsequently induced extreme wear and tear to railroad crossing surfaces.

Section 130 Program Requirements

FHWA policies and procedures have rigid requirements for the approval of Section 130 Program funds for safety improvements at highway-rail grade crossings. For example, the State must maintain a current and accurate inventory of all public crossings within the State. The New Mexico railroad crossing inventory is web-based, providing users such as railroads, local agencies, and other stakeholders in highway-rail safety, immediate access to physical features, operational characteristics and accidents at each of New Mexico's 727 public grade road crossings. The Federal Railroad Administration (FRA) relies upon the New Mexico inventory as the official database for the State's participation in the USDOT Highway-Rail Crossing National Inventory.

FHWA policy for Section 130 authorization requires States to have adopted an approved method for prioritizing grade crossings for safety improvement projects. With the development of the current inventory database, the Rail Bureau ensures that all data elements included in the USDOT Accident Prediction Model are included.

Diagnostic Evaluations (field evaluations) are conducted for Section 130 highway-rail crossing projects. The NMDOT Rail Bureau participates with railroads and representatives of other public agencies in the identification and evaluation of all crossings included in Section 130 highway-rail crossing safety improvement programs. The Rail Bureau conducts field trips throughout the State and also meets with railroads, local agencies, citizens, city councils and other stakeholders to identify and prioritize candidates.

Project Selection

The Rail Bureau uses several factors to select individual Section 130 projects, one of which are crossings identified by the FRA Accident Prediction Model as having the highest probability of a motor vehicle/train crash. The Accident Prediction Model assigns an accident prediction index to all public highway-rail grade crossings in New Mexico. Other factors include conditions observed in the field as well as accident history and concerns noted by local agencies, citizens, railroads, mayors, city councils, pueblo governors, county commissioners and NMDOT district offices. Once developed, an annual project list may be subject to adjustment to fit budgetary constraints.

NMDOT Section 130 Program Procedures and Guidelines Manual

The NMDOT Rail Bureau released its "Section 130 Federal-Aid Highway-Rail Grade Crossing Safety Improvement Program Procedures and Guidelines Manual" in December of 2014. This manual describes the NMDOT Section 130 Program, and NMDOT's procedures for railroad crossing assessments and Section 130 program/project development. The manual also includes guidelines for railroad crossing standards — however, in many cases railroads will have their own grade crossing construction standards which will meet or exceed federal, state, and Manual on Uniform Traffic Control Devices (MUTCD) standards. The manual is available for download at http://dot.state.nm.us/content/nmdot/en/Transit_Rail.html .

DISTRICT 1

NMDOT DISTRICT ONE July 2018

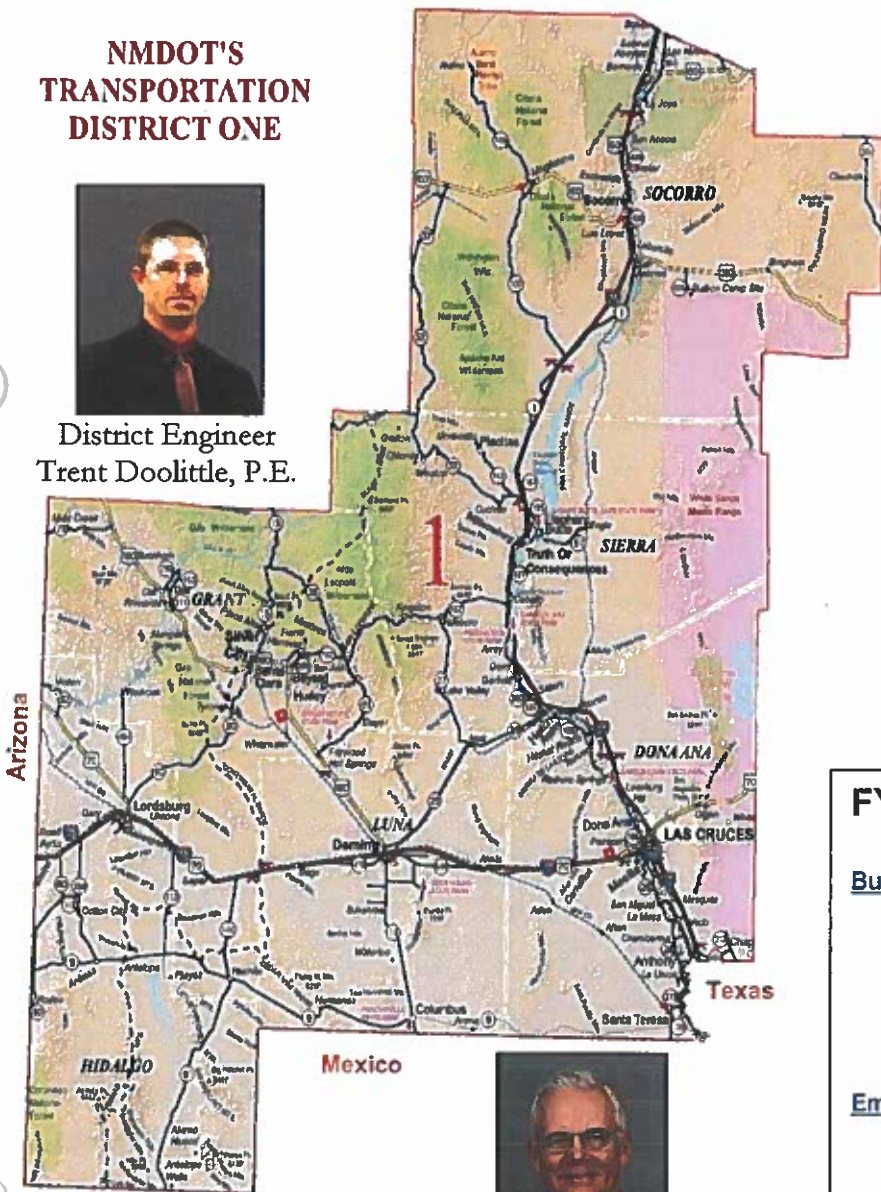


District One is located in the southwestern portion of New Mexico and encompasses Hidalgo, Grant, Luna, Dona Ana, Sierra and Socorro Counties, including the southern tip of Catron County. It contains several major drainage areas, including a portion of, or all the following rivers: Rio Grande, Mimbres, Alamosa, Rio Puerco, Rio Salado, and Gila River. District One borders Arizona and Texas; along with three International Ports of Entry into Mexico located at Antelope Wells, Columbus and Santa Teresa.

NMDOT'S TRANSPORTATION DISTRICT ONE



District Engineer
Trent Doolittle, P.E.



FY 19 BUDGET

Budget Responsibility:

- Operating Budget: \$ 21,427,500
- Ongoing Construction Contracts: \$149,925,530
- Contract Maintenance: \$ 4,288,000
- Field Supplies: \$ 5,643,500
- Striping and Signing: \$ 1,353,100
- Rest Area Improvements: \$ 60,000
- Rest Area Maintenance: \$ 1,989,000

Employee Breakdown:

- Business Support: 45 positions
- Maintenance: 181 positions
- Construction: 49 positions
- Engineering Support: 18 positions

Total: 293 positions (11% Vacancy Rate)
Vacancies: 32 positions as of 6/27/2018



District One Commissioner
Dr. Ken White, P.E.

NMDOT D-1 ROADWAYS

Route		From	To	Lane Miles
NM	1	I-25 Mitchell Point Interchange	I-25 Business Loop in Socorro	122.6
NM	9	Junction NM 80 Rodeo	Eastward Via Animas, Hachita & Columbus	218.2
NM	11	Mexico/New Mexico Border	JCT NM 427 Florida St. Deming	68.0
NM	15	JCT US 180 in Silver City	North to Cliff Dwellings	87.0
NM	26	JCT US 180 North of Deming	JCT NM 187 in Hatch	95.72
NM	27	JCT NM 26 at Nutt	JCT NM 152 @ Hillsboro	60.4
NM	28	NM/TX State Line	North to JCT NM 478 in Las Cruces	61.6
NM	35	JCT NM 152 East	JCT NM 15 North of Silver City	54.8
NM	51	JCT I-25, Loop 11 in T or C	Eastward to Engle	32.0
NM	52	JCT NM 181 West of T or C	Northward to JCT US 60 West of Magdalena	176.0
NM	59	JCT NM 52 Northwest of T or C	County Road @ Beaverhead	83.2
NM	61	JCT 180 North of Deming	JCT 152 East of Silver City	49.8
NM	78	NM/AZ State Line Northwest of Cliff	Mule Creek to JCT US 180	30.43
NM	80	NM/AZ State Line Southwest of Rodeo	Gore of I-10 Exit 5	64.83
NM	81	Mexico/New Mexico Border	JCT 9 @ Hachita	91.6
NM	90	JCT US 70 North of Lordsburg	NE to JCT US 180 in Silver City	85.54
NM	92	AZ/NM State Line (Virden)	JCT US 70 NW of Lordsburg	22.34
NM	101	University Avenue in Las Cruces	JCT NM 478, Telshor Blvd.	7.3
NM	107	State Road NM 107	NW to JCT US 60	83.44
NM	113	JCT NM 9 East of Animas	I-10 Exit 34	41.29
NM	136	Santa Teresa Port of Entry	NM/Texas State Border Line	17.60
NM	138	JCT NM 478 Tortugas Road	Stern Drive South of I-10	2.7
NM	140	JCT NM 185 Hatch	Rincon Interchange I-25 exit 35	5.66
NM	142	JCT NM 52 Northwest of T or C	South of Placitas	20.0
NM	143	JCT NM 549 (Rock Hound Road)	Entrance of Rock Hound State Park	12.29
NM	145	JCT NM 80 South of Road Forks	JCT NM 338	7.0
NM	146	JCT NM 9 in Hachita	I-10 Exit 49 Separ Interchange	38.31
NM	152	JCT US 180 East of Silver City	NM 187 South of Caballo	131.2
NM	153	JCT NM 211 South of Gila	End of route	7.5
NM	154	JCT NM 185 Hatch	JCT NM 140 SW of Rincon	8.38
NM	157	JCT NM 185	JCT I-25 Radium Springs Exit 19	3.48
NM	158	JCT NM 185	JCT Dona Ana Road	1.8
NM	159	JCT US 180 NE of Cliff	Mogollon to Willow Creek	61.1
NM	163	JCT NM 52 South and West	End of route	80.2
NM	166	JCT NM 52 West	V.L.A. Very Large Array	4.0
NM	169	JCT US 60 Magdalena	Village of Alamo Reservation	72.4
NM	174	JCT US 180 Glenwood	End of route (Catwalk)	10
NM	177	JCT NM 51 East of Elephant Butte Dam	Junction with NM 51	0.58
NM	179	JCT NM 51 North	JCT NM 195 North of T or C	4.1
NM	181	JCT I-25 Loop 11 in T or C under I-25	End of route	23.64
NM	182	JCT NM 28 at La Union	End of State Maintenance	2.4
NM	183	JCT NM 28 at La Union	JCT of Local Road	2.6
NM	184	JCT NM 273 South of Las Cruces	NM/TX State Line @ Santa Teresa	1.20
NM	185	JCT US 70 Picacho Street	JCT NM 26 in Hatch	70.79
NM	186	JCT NM 28	East Abutment of the Rio Grande Bridge	2.2
NM	187	JCT NM 26 North of Hatch	North to JCT I-25 Business Loop 11	72.8

NMDOT D-1 ROADWAYS				
NM	188	Valley Drive in Las Cruces	JCT US 70 (Picacho Street.)	5.18
NM	189	JCT NM 28 East	JCT NM 478 South of Las Cruces	2.4
NM	192	NM 28 South of San Miguel	Junction of NM 478 @ Mesquite	4.73
NM	195	NM 181	SE of Elephant Butte Dam	4.0
NM	198	Spring Canyon State Park Rd JCT NM 143	Entrance to Spring Canyon State Park	5.0
NM	211	US 180 North of Gila	JCT US 180 Cliff	12.89
NM	213	NM/TX State Line	White Sands Missile Range	12.17
NM	225	Junction of NM 28 North of La Union	NM/TX State Line @ Anthony	4.32
NM	226	Junction of NM 28 North of Chamberino	JCT NM 478 (North of I-10)	5.2
NM	227	JCT NM 478 South of Las Cruces	Frontage Road 1035 at Vado	4.4
NM	228	JCT NM 478 South of Las Cruces & Mesquite	Frontage Road 1035 (I-10 to Mesquite Exit)	4.0
NM	273	TX/NM State Line in Sunland Park	JCT NM 28 @ La Union	28.6
NM	292	JCT NM 359 North	Junction NM 342	5.4
NM	293	NM 211 (North of Gila)	End of route	10.2
NM	320	Thorpe Road North of Las Cruces	I-25 Exit 9	4
NM	338	North Ramp of I-10 South Animas	End of Maintenance	50.8
NM	356	Central Avenue in Bayard JCT 180	NM 152 in Hanover	10.1
NM	359	NM 28 in Mesilla	JCT County Road 41	5.23
NM	372	Snow Road (JCT NM 374)	NM 359 in Mesilla (JCT NM 373)	3
NM	373	Union Road in Mesilla (JCT NM 372)	McDowell Road East to NM 478	6.2
NM	374	Mesilla Dam Road (JCT NM 372)	End of route	2.45
NM	377	JCT NM 549	Mimbres River Bridge	2.60
NM	390	Salem	Garfield	8.56
NM	404	JCT NM 460 I-10 Exit 162	JCT NM 213	18
NM	408	Lemitar	Frontage Road 2512	12
NM	418	I-10 Exit 68	Spruce Street in Deming	28.14
NM	427	Florida Street in Deming	Pine Street	7.8
NM	436	NM 187 South of Garfield	NM 187 in Derry	7.08
NM	460	TX/NM State Line in Anthony	I-10 Exit 162	7.60
NM	464	US 70 (Main St.)	End of route	41.92
NM	478	NM 460 in Anthony	North to Vado	17.20
NM	494	Motel Drive in Lordsburg	End of route	3.78
NM	498	JCT NM 273 in Sunland Park	NM/TX State Line	2.0
NM	525	US 380 San Antonio	Entrance to Stallion Site Camp	6.6
NM	533	AZ/NM Border	NM 80 North of Rodeo	1.6
NM	546	NM 187	I-25 exit 51 Garfield Interchange	1.32
NM	549	Pine Street	I-10 exit 116 Luna/Dona Ana County Line	69.9
NM	1113	NM 9 East of Animas (Playas Road)	Town site of Playas	11.95
US	60	NM/AZ State Line	Socorro Business Loop	796.14
US	70	AZ/NM State Line	Business Loop 21 in Lordsburg	900.06
US	180	NM/AZ State Line	Junction of I-10 Loop Pine Street in Deming	329.2
US	380	San Antonio Interchange Exit 139	(District 2) Hondo	484.92
I	10	Arizona State Line	Texas State Line	328.53
I	25	Las Cruces	District 3 (Bernardo)	349.8
Other		Frontage Roads/Interchanges		578.8
			TOTAL LANE MILES	6,405.79

Maintenance Challenges

Maintenance of Interstates: The challenge for District One is to maintain two interstate routes; I-10 from Arizona to the Texas State Line (164 miles) and I-25 from Dona Ana to Socorro County (175 miles). District One also maintains a portion of US-70 which is the main corridor for NASA, White Sands Missile Range and Holloman Air Force Base. The District is responsible for maintaining 6,405.8 lane miles.

Inclement Weather Operations: The District is located in the southern region of the State where dust, flooding and winter weather conditions can impact various roadways simultaneously. Employees must be prepared to change out equipment and traffic control devices to support the needs of the public and treatment of the roadway.

International Border Issues: Along with maintaining I-10 and I-25 the District supports large volumes of commercial traffic that transports goods to and from Mexico at the International Port of Entry in Santa Teresa, NM. The Union Pacific Intermodal Rail Yard in Santa Teresa was completed in 2014, thus significantly increasing the volume of commercial traffic in the border region. The commercial traffic utilizes routes such as NM-136, NM-9, NM-404 and NM-11 as alternate routes. District One is also located in close proximity to El Paso, Texas which interconnects to NM-136 and I-10. Traffic congestion and daily maintenance operations have become extremely challenging with the limited supporting staff and funding for our District.

Lordsburg Playa Dust Storms, I-10 Mileposts 6-13: To reduce fatalities and vehicle accidents, District 1 has collaborated with the ITS Bureau and the General Office to increase driver awareness and response to dust storms. Upcoming projects include installation of additional static signs, enhanced pavement striping, digital message boards and shoulder widening, as well as billboards and ad campaigns targeting dust storm safety.

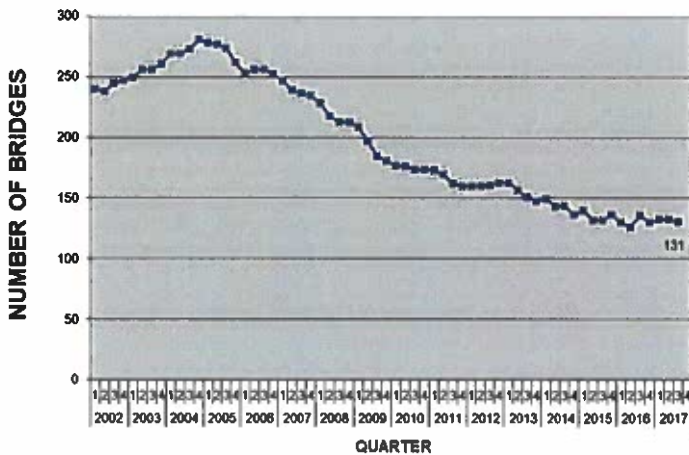
Maintenance Activities FY 17-18		
Snow Removal	26,672 pass miles	\$ 315,912
Chlp Seal	301.5 lane miles	\$ 2,650,151
Erosion Repair	59,760 cubic yards	\$ 1,471,007 (District Wide)
Litter Pick-up	11,217 shoulder miles	\$ 245,523
Graffiti Removal	2,123 square feet	\$ 4,756
Flood Mitigation	District Wide	\$ 494,520



Maintenance Activities FY 17-18		
Pothole Patching	20,875 cubic yards	\$ 558,809
Blade Patching	10,707 cubic yards	\$ 1,863,464
Fog Sealing	303 lane miles	\$ 616,157
Mowing	13,941 pass miles	\$ 1,108,773
Lordsburg Dust	Emergency Responses	\$ 147,962



STATEWIDE- STRUCTURALLY DEFICIENT STATE OWNED BRIDGES



CONSTRUCTION PROGRAM

Upcoming Construction Projects

FY 2019 STIP

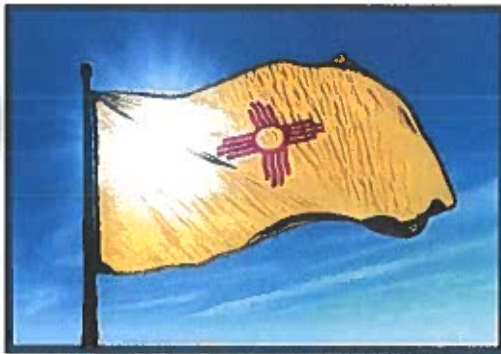
Scope of Work	Location	Total Project Cost Bridge Cost
ADA Improvements	Various NM Routes in Hatch	\$3,844,000
Bridge Replacement	NM 181 Bridge #1756	\$ 3,500,000
FY 2019 STIP		
University Bridge Replacement & Interchange Modification	I-25 (MP1)	\$20,350,000
Bridge Preservation – Lordsburg, NM	I-10 (MP 22.4-23)	\$2,000,000
Bridge Replacement – Caballo, NM	NM 187 (MP 22-31)	\$5,000,000
Elks to El Ray, Bridge Preservation – Las Cruces, NM	US 70 (MP 149-150)	\$2,000,000

CONSTRUCTION ACTIVITIES AND ACCOMPLISHMENTS

Ongoing Projects	Completed Projects
Roadway Reconstruction, Signalization, Lighting, ITS NM 28 MP 29.7 to MP 29.9/NM 188 MP 1.4 to MP 3 - \$22,972,740	Bridge Rehabilitation, Hidalgo County I-10 MP 28.75 to MP 30.0 - \$5,445,169.90
Metal Guardrail Installation & Concrete Wall Barrier US 70 MP 169.852 – 173.649 - \$594,790.40	Roadway Reconstruction, Lighting and Signalization US 70 MP 149.2 – MP 149.5 - \$7,456,700.00
Bridge Reconstruction with Pedestrian Path on NM 90 (MP 41.4 - 41.6) Silver City - \$7,415,903.90	Bridge Rehab NM 27 MP 25.4 to MP 26 - \$604,723.50
Shoulder Widening, Permanent Signing, Metal and Concrete Barrier US 70 MP 162 to MP 170 – \$4,394,997.65	Roadway Reconstruction I-25 MP 0.850 to MP 3.400 - \$15,223,609.24
Metal Guardrail Installation, I-10 MP 133 to MP 164.4 \$4,791,718.42	Drainage and Guardrail, NM 273, MP 5.6 to MP 5.8 - \$346,478.75
Bridge Replacement and Reconstruction of Roadway NM 498, MP 0.6 to MP 0.9 - \$1,050,505.75	Roadway Rehab. I-25, MP 35.619 to MP 39.00 - \$ 2,339,892.00
Pavement Rehab, Bridge Preservation, Drainage and Intersection Improvements, NM 136 MP 0.448 to MP 9.168 - \$ 47,631,584.50	Roadway Rehab. UN70, MP 166.25 to MP 177.74 – \$7,633,067.50
Drainage and Erosion Control Mitigation NM 26 MP 45.3 – 45.5 - \$770,532.05	Pavement Preservation I-25 MP 40.5 to MP 59.0 - \$8,384,785.80
Roadway Rehab. and Bridge Replacement, I-25 MP 154 to MP 157.839 - \$21,987,373.24	Pavement Preservation NM 26 (MP 0 -25) Luna County – \$ 6,000,000.00
Roadway Rehabilitation, RHB, Signal & Lighting NM 273 MP 0.8-3.1 - \$12,474,207.30	Roadway Rehabilitation NM 460, MP 0.00 to MP 1.699 - \$2,266,231.48
Shared Use Path & Lighting NM 404 MP 0.042 – 0.698 - \$1,036,674.50	Roadway Reconstruction (ER Funding) NM 159 (MP 8 -10) Mogollon \$ 9,125,950.00
Lighting I-25 MP 147.3 – 148.2 - \$ 330,551.00	Overlay, sidewalks, Traffic Control & Misc. NM 138 MP 0.038 -0.564 - \$569,706.83



PROJECTS IN THE ENGINEERING & DEVELOPMENT STAGE	
Bridge Replacement and Roadway Reconstruction on I-25 at University Interchange (MP 0.0 – 2.0) in Las Cruces - \$ 40,000,000.00	Corridor and Interchange Improvements NM 404 near Anthony \$ 25,000,000.00
Bridge Replacement NM 187 near Hatch(1662, 1661, 2507, 2503) \$10,000,000.00, (1664, 1666, 1667, 1668) \$10,000,000.00	Pavement Preservation and Guardrail Replacement on I-10 near Deming (MP 44.6 – 59.0) \$10,000,000.00
Roadway Reconstruction, EXIT 41 Interchange upgrades, I-25 Rincon to Hatch, \$21,000,000.00	
CRITICAL NEEDS	
Interstate 10 & 25 Corridors Pavement Preservation	Roadway Reconstruction NM 213 connection to NE Parkway, Chaparral to Texas State Line
Bridge Replacement Nogal Canyon	
LGRF COOPERATIVE AGREEMENT PROJECTS	
Fiscal Year 2018-19, 49 approved (cooperative agreements) Projects - \$6,632,833	



DISTRICT 2



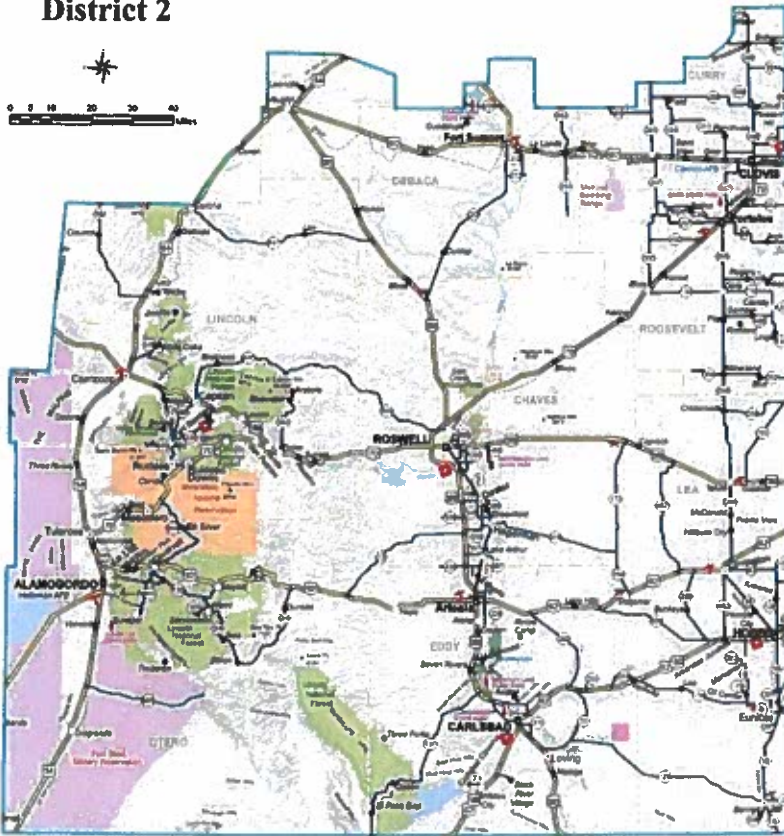
July 2018

NMDOT DISTRICT TWO



District Two is located in Southeastern New Mexico and encompasses Chaves, Lincoln, Otero, Eddy, Lea, Roosevelt, Curry, De Baca, and parts of Guadalupe and Torrance Counties. The District also works closely with local entities and the Mescalero Apache Tribe.

District 2



LEGEND



David Sepich, District Two Transportation Commissioner



Timothy Parker, District Two District Two Engineer

FY19 BUDGET

Budget Responsibility

- Operating Budget: \$23,341,300
- Ongoing Construction Contracts: \$126,607,501
- Contract Maintenance: \$5,172,100
- Field Supplies: \$6,257,300
- Striping and Signing: \$1,755,900
- Rest Area Improvements: \$301,200
- Rest Area Maintenance: \$318,900
- Rest Area Field Supplies: \$23,000
- IT Communications: \$298,700

Employee Breakdown

- Support Staff: 51 positions
- Maintenance: 185 positions
- Construction: 77 positions
- Engineering Support: 16 positions
- Total: 329 positions**

NMDOT D-2 ROADWAYS

Route	From	To	Center Lane Miles
NM 2	JCT US 285 NORTH VIA HAGERMAN	JCT US 285 (SOUTH OF ROSWELL)	32.690
NM 7	JCT US 62/180 AT WHITE CITY	CARLSBAD CAVERNS NATIONAL PARK	7.199
NM 8	JCT NM 207 IN EUNICE	WEST- AND NORTHWARD TO US 62-180 WEST OF HOBBS.	22.095
NM13	JCT US 82 WEST OF ARTESIA	NORTH & EAST TO JCT US 285 SOUTH OF ROSWELL.	36.002
NM18	JCT NM 128 IN JAL.	LOVINGTON M.	65.120
NM19	JCT NM 209 NORTH OF CLOVIS	THE NEW MEXICO/TEXAS STATE LINE.	8.656
NM20	JCT US 285 NORTH OF ROSWELL	JCT US 60 WEST OF FT. SUMNER.	45.906
NM24	JCT US 70 NEAR MESCALERO	JCT US 82 EAST OF CLOUDCROFT	50.023
NM31	JCT US 285 NORTH	US 62/180.	22.676
NM37	JCT NM 48 NORTH	JCT US 380.	14.162
NM48	JCT CEDAR CREEK DRIVE.	0.265 MILE SOUTH OF JCT US 380.	22.140
NM55	JCT US 54 NORTH TO MOUNTIANAIR	JCT NM 41 ESTANCIA.	30.580
NM77	FROM JCT NM 209	THE NEW MEXICO/TEXAS STATE LINE.	12.559
NM83	JCT US 82/NM 18 IN LOVINGTON	EASTWARD TO JCT NM 132.	12.911
NM88	FROM JCT US 70 (1ST ST.) IN PORTALES	EASTWARD TO NM/TX STATE LINE.	21.466
NM89	QUAY/ROOSEVELT COUNTY LINE.	ROOSEVELT/CURRY COUNTY LINE.	14.312
NM108	JCT US 60/70/84 AT TÈXICO	NORTH TO JCT NM 19.	23.380
NM114	JCT US 70 ELIDA EAST	NEW MEXICO/TEXAS STATE LINE	47.054
NM125	JCT US 380 EAST OF TATUM	NORTH TO NEW MEXICO/TEXAS STATE LINE.	25.412
NM128	JCT NM 31 EAST TO JAL	NEW MEXICO/TEXAS STATE LINE.	59.979
NM130	JCT US 82 IN CLOUDCROFT	JCT US 82 IN MAYHILL.	21.744
NM131	JCT NM 55 AT MANZANO	E.O.R. NEAR MANZANO MTS. STATE PARK	2.401
NM132	JCT NM 18/NM 218 IN HOBBS	TO THE TEXAS STATE LINE.	19.760
NM133	FROM JCT NM 132	THE NEW MEXICO/TEXAS STATE LINE.	3.600
NM137	TEXAS/NEW MEXICO STATE LINE	NORTH TO EL PASO GAP & JCT US 285.	55.007
NM172	FROM JCT NM 249 NORTH OF MALJAMAR	TO JCT US 380.	28.189
NM175	JCT NM 8 WEST	END OF ROUTE.	1.600
NM176	JCT US 62/180	EAST TO JCT NM 8.	28.488
NM202	FROM US 70 NORTHEAST OF PORTALES	EASTWARD TO THE NM/TEXAS STATE LINE.	12.600
NM203	US 84 WEST	DE BACA/GUADALUPE COUNTY LINE	10.300
NM205	JCT NM 128 IN JAL	END-OF-ROUTE AT COUNTY ROAD 3.	4.145
NM206	FROM JCT US 82 IN LOVINGTON	NORTHWARD TO JCT US 70 IN PORTALES.	83.879
NM207	FROM JCT NM 18 SOUTH OF EUNICE	NORTHWARD TO JCT NM 18 NORTH OF EUNICE	12.923
NM208	WEST COUNTY ROAD, FROM US 62-180	NORTH TO JCT NM 18 NORTH OF HOBBS.	3.250
NM209	JCT GRAND AVE (FL4279).	JCT NM 241 BROADVIEW.	36.759
NM212	JCT NM272 NORTH	JCT US60/84 EAST OF FT. SUMNER.	4.100
NM216	JCT US285 NORTH	JCT US62/180/285.	6.442
NM218	E BENDER--HOBBS, FROM NM 18/NM 132	US 62-180.	1.709
NM220	JCT NM 48	FT. STANTON AND NORTH TO JCT US 380 EAST OF CAPITAN	16.008
NM224	JCT US60 EAST OF MELROSE	NORTH VIA FIELD TO JCT NM288.	15.600
NM229	JCT US 285 IN ARTESIA	EAST & SOUTH TO END OF ROUTE.	12.426
NM234	JCT NM 207--EUNICE	EAST TO THE NM/TX STATE LINE.	5.944
NM235	JCT NM 206 SOUTH OF PORTALES	EAST TO THE NEW MEXICO/TEXAS STATE LINE.	17.879
NM236	FROM JCT NM 267 SOUTH OF MELROSE	EASTWARD TO JCT NM 287 IN PORTALES.	20.581
NM238	JCT NM529	JCT US82 (WEST OF LOVINGTON).	19.466
NM241	JCT NM209 BROADVIEW	THE NEW MEXICO/TEXAS STATE LINE.	9.700
NM243	FROM JCT US 62-180	JCT US 62-180 & NM 176.	8.206
NM244	JCT US 82	ELK SILVER & JCT US 70.	29.435
NM245	LLANO ESTACADO BLVD.--CLOVIS, FROM JCT NM 311	JCT NM 209.	7.021
NM246	JCT US 380 IN CAPITAN	JCT NORTH MAIN STREET IN ROSWELL.	82.456
NM247	JCT US 54 IN CORONA	JCT US 285.	48.342
NM249	JCT NM 2 IN HAGERMAN	JCT US 82 EAST OF MALJAMAR	44.100
NM252	JCT US 60 AT TAIBAN	JCT NM 209 AT RAGLAND.	12.126

NM253	JCT NM 256 SOUTH OF ROSWELL	END OF ROUTE.	5.400
NM254	JCT NM 256	JCT US 380 EAST OF ROSWELL	4.378
NM255	JCT.NM256	JCT NM253.	3.112
NM256	JCT.NM2	JCT US380 (TRUCK BYPASS).	8.320
NM0258	JCT.NM 206 MILNESAND	END OF ROUTE.	9.980
NM261	NM253 (E. GRAND PLAINS RD)	JCT. NM254 (WHITE MILL).	4.571
NM262	JCT.NM206 MILNESAND	NEW MEXICO/TEXAS STATE LINE.	17.640
NM267	JCT US 70 (2ND ST) IN PORTALES	TO JCT. US 60 E. OF MELROSE.	32.169
NM268	JCT.US 60 MELROSE	JCT.NM 209.	18.600
NM272	JCT.US60/84	END OF ROUTE SOUTH OF FT. SUMNER ST. MON	9.310
NM275	JCT NM 209 IN BROADVIEW	TO JCT NM 469.	10.938
NM288	JCT. NM 288	JCT NM 209.	27.503
NM289	JCT. NM 288	JCT. NM 209.	1.833
NM294	JCT.US60 AT TAIBAN	END OF ROUTE.	15.757
NM311	JCT.NM224 SOUTH OF FIELD	JCT.US60.	22.869
NM321	JCT.NM114	NEW MEXICO/TEXAS STATE LINE.	4.606
NM322	JCT.NM8	END OF ROUTE	3.152
NM330	JCT.US70 IN ELIDA	JCT.NM267.	20.363
NM339	JCT NM 558	JCT NM 2 IN DEXTER.	5.860
NM340	JCT. NM2 NORTH OF HAGERMAN	JCT. NM2.	7.067
NM348	FROM JCT US 60/70/84 AT TEXICO	THE END OF ROUTE.	7.200
NM349	JCT.US54	WHITE OAKS.	8.500
NM355	FROM JCT US 62-180 (FAP22)	THE END OF ROUTE.	1.091
NM357	JCT NM 229	26TH STREET IN ARTESIA.	3.950
NM360	JCT US 62/180 EAST OF CARLSBAD	JCT US 82 EAST OF ARTESIA.	25.098
NM368	JCT.US70/380	ARABELA.	17.458
NM395	JCT.US70/380	SOUTH ABUTMENT OF THE RIO HONDO BRIDGE	0.480
NM409	JCT.US380	BOTTOMLESS LAKES STATE PARK	13.000
NM431	FROM JCT NM 265 (19TH ST.)	JCT BERRENDO ROAD IN ROSWELL.	1.500
NM438	JCT NM 2	THE END OF ROUTE.	10.016
NM457	JCT US82	JCT.US380.	31.862
NM458	JCT NM206	JCT.NM114.	12.048
NM461	JCT US54	END OF ROUTE AT COYOTE	0.490
NM462	JCT US54	END OF ROUTE AT ANCHO.	2.474
NM467	JCT US70 PORTALES	JCT.US60.	16.765
NM480	JCT NM 330	NORTH OF ELIDA.	13.084
NM483	JCT US62/180	JCT.NM82 IN LOVINGTON.	16.200
NM507	JCT NM 2 AT LAKE ARTHUR	EAST TO END OF ROUTE	3.304
NM508	JCT NM206 NORTH OF TATUM	JCT.NM125	17.227
NM523	JCT NM 209 (PRINCE ST.) IN CLOVIS	JCT NM 108 IN TEXICO.	8.273
NM524	JCT US 285 NORTH OF CARLSBAD	JCT US 62-180-285.	8.500
NM529	JCT.US82	JCT.US62/180.	31.307
NM532	JCT NM 48 WESTWARD	END OF ROUTE AT SIERRA BLANCA RECREATION AREA.	11.869
NM557	JCT US285	JCT.NM2.	4.300
NM558	JCT US 285	JCT NM 2 SO. OF HAGERMAN.	7.103
NM559	JCT US285	END OF ROUTE.	5.900
NM560	JCT US 285	JCT NM 2 AT DEXTER.	3.900
NM563	JCT NM 130 SOUTH OF CLOUDCROFT	SUNSPOT	15.230
US54	TEXAS/NEW MEXICO STATE LINE	NEW MEXICO/TEXAS STATE LINE.	225.124
US60	WEST OF VAUGHN	NEW MEXICO/TEXAS STATE LINE.	135.070
US62	TEXAS/NEW MEXICO STATE LINE	1.166 MILES WEST OF THE NM/TEXAS STATE LINE.	109.280
US70	DONA ANA/OTERO COUNTY LINE.	JCT US 60 TEXICO	263.500
US82	FROM JCT US 54	THE NEW MEXICO/TEXAS STATE LINE.	191.540
US84	JCT US 60 IN FT. SUMNER	DE BACA/GUADALUPE COUNTY LINE	18.542
US285	TEXAS/NEW MEXICO STATE LINE	NORTH OF VAUGHN	212.240
US380	JCT US 70-285 (ROSWELL BYPASS).	THE NEW MEXICO/TEXAS STATE LINE.	202.450
TOTAL CENTER LANE MILES			3094.873
TOTAL LANE MILES			7748.104

MAINTENANCE ACTIVITIES & ACCOMPLISHMENTS

Maintenance Challenges

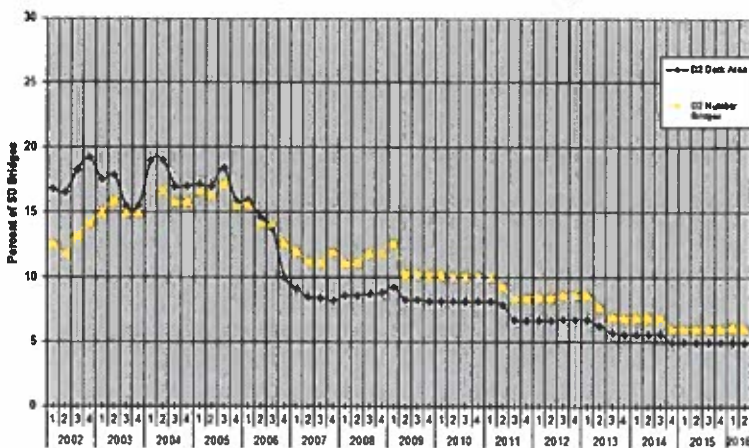
- **Maintenance of US 54, US 60, US 70, US 82, US 62/180, US 285, US 380:** The challenge for District Two is to maintain US routes for the traveling public, freight hauling industries in the area, and deal with the challenges of the oil and gas industries. There are between 4,000 and 10,000 heavy trucks and automobiles utilizing these roadways daily.
- **Snow Removal Operations:** The District is the largest regional district in the state with a total of 7,748 lane miles; it can be difficult to keep all routes clear during a winter storm. Heavy winter storms which require snow removal operations take their toll on personnel, equipment and supplies.
- **Maintenance of Secondary Roads:** Along with maintaining major highways in the region including: US 54, US 60, US 70, US 82, US 62/180, US 285, US 380, the District also maintains rural secondary NM roads.
- **Rural Areas within District:** Our vast, but rural area makes the southeastern part of the state an ideal location for agricultural and petroleum industries. The District has a responsibility to preserve the existing transportation system, thereby supporting industry and commerce.



Maintenance Activities FY 19		
Pothole Patching	162 cubic yards	\$34,945
Blade Patching	12,192 cubic yards	\$2,059,711
Fog Sealing	163 lane miles	\$454,069
Mowing	13,378 pass miles	\$1,061,724

Maintenance Activities FY19		
Snow Removal	17,548 pass miles	\$347,768
Chipp Seal	215 lane miles	\$2,740,017
Erosion Repair	17,078 cubic yards	\$705,904 (District Wide)
Litter Pick-up	14,738 labor hours	\$483,532
Graffiti Removal	60 square feet	\$323
Spot Sealing	555 cubic yards	\$177,350

Percentage of Structurally Deficient State Owned Bridges (District 2)



BRIDGE MAINTENANCE & STIP AT A GLANCE

Projects Under Construction <small>*For complete list see District Engineer</small>		
Scope of Work	Location	Total Project Cost (Est)
Bridge Rehabilitation	Lovington Overpass	\$500,000
Pedestrian Overpass	Clovis	\$400,000
Projects Completed 2016/2017		
Scope of Work	Location	Total Project Cost (Est)
Bridge Rehabilitation, Seal & Overlay	US 82, Eagle Draw, East of Hope	\$500,000
Bridge Rehabilitation, Seal & Overlay	Vaughn, US 54	\$730,000
Bridge Construction	US 54/70, Between Alamogordo & Tularosa	\$2,500,000
Bridge Rehabilitation, Seal & Overlay	NM 24, Dunken	\$1,000,000
Bridge Rehabilitation, Seal & Overlay	US 82, East of Artesia	\$150,000
Bridge Rehabilitation, Seal & Overlay	US 285, North of Roswell	\$500,000
FY 2018 STIP AT A GLANCE		
Scope of Work	Location	Total Project Cost (Est)
Pedestrian and Bike Facilities	City of Lovington, Washington Ave	\$391,000
Pedestrian and Bike Facilities	Village of Tularosa, Granada Street	\$497,589
Roadway Reconstruction, ADA and Drainage	City of Clovis, 7 th Street	\$427,000
Roadway Reconstruction, Shoulders, Intersection	Eddy County, Standpipe Road	\$1,558,767
FY 2019 STIP AT A GLANCE <small>*For complete list see District Engineer</small>		
Scope of Work	Location	Total Project Cost (Est)
Lighting and Trail Facilities	Village of Ruidoso, County Club to River Trail Road	\$40,000
Remove & replace sidewalk, curb, gutter, ADA improvements	City of Clovis, Grand Ave to 4 th Street	\$300,000
Pavement Rehabilitation & ADA improvements	City of Roswell, S. Atkinson	\$1,635,450
Construction of Path and Amenities	City of Lovington, Various Streets	\$383,157

CONSTRUCTION ACTIVITIES AND ACCOMPLISHMENTS

Ongoing Projects	Completed Projects
US 82 Roadway Reconstruction Eddy County \$58 million	NM 128 Pavement Rehabilitation Lea County \$6 million
NM 209 Pavement Rehabilitation Curry County \$10 million	US 82 Tunnel Ceiling Reinforcement Otero County \$3 million
US 60 Pavement Reconstruction Curry County \$6 million	US 529 Pavement Rehabilitation Lea County \$24 million
US 70 Bridge Rehabilitation Eddy County \$2.4 million	Downtown Roswell ADA Improvements \$1 million
NM 200 Bridge Preservation Eddy County \$789 thousand	US 380 Walking Path Lincoln County \$1 million
US 285 Pavement Rehabilitation Chaves County \$7.1 million	
US 70 Bridge Preservation Chaves County \$3.6 million	
US 70 Pavement Preservation Lincoln County \$7.5 million	
NM 48 Bridge Replacement Lincoln County \$1.5 million	
US 54 Roadway Reconstruction Otero County \$31 million	
US 285 Mile Marker 2 to Mile Marker 22 Safety Corridor	

PROJECTS IN THE ENGINEERING & DEVELOPMENT STAGE	
NM 176 Pavement Rehabilitation - \$15,000,000	US 54 Roadway & Bridge Reconstruction, Lincoln - \$11,000,000
US 285 Pavement Rehab, Chaves - \$6,000,000	NM 108 Bridge Replacement, Curry - \$3,500,000
US 285 Sidewalk, ADA Improvement, Eddy - \$3,500,000	NM 128 Drainage, Roadway Reconstruction & ADA, Lea - \$2,500,000
US 285 Roadway & Bridge Reconstruction, Lincoln - \$11,000,000	
US 70 Tularosa Sidewalk Improvement, Otero - \$3,000,000	
US 82 Lovington ADA Improvement, Eddy - \$1,500,000	
NM 200 Intersection Lighting, Eddy - \$1,000,000	
US 18/US 82 Lovington - \$8,000,000	
CRITICAL NEEDS	
US 285 Various locations, including: Brine Well, oil field issues in Eddy/Lea County	NM 128 Study \$5 million
WIPP Secondary routes have become primary routes	NM 31 Study \$4 million
US 380 Passing Lanes and Pavement Rehabilitation - \$50 million	US 285 Carlsbad to NM/TX state line 30 miles approx. \$45 million
LGRF COOPERATIVE AGREEMENT PROJECTS	
12 Capital Outlay Projects totaling \$2.3 million	



DISTRICT 3



July 2018
NMDOT District Three



District Three is located in Central New Mexico and encompasses Bernalillo, Valencia and portions of Sandoval County. Though the smallest geographically, District Three currently serves a population in excess of 897,000 which is projected to top 1,375,000 by 2040. Within the boundaries are sixteen (16) communities and eight (8) Tribal Governments. District Three is located at 7500 Pan American Freeway NE, Albuquerque, NM.

NMDOT'S
TRANSPORTATION
DISTRICT THREE



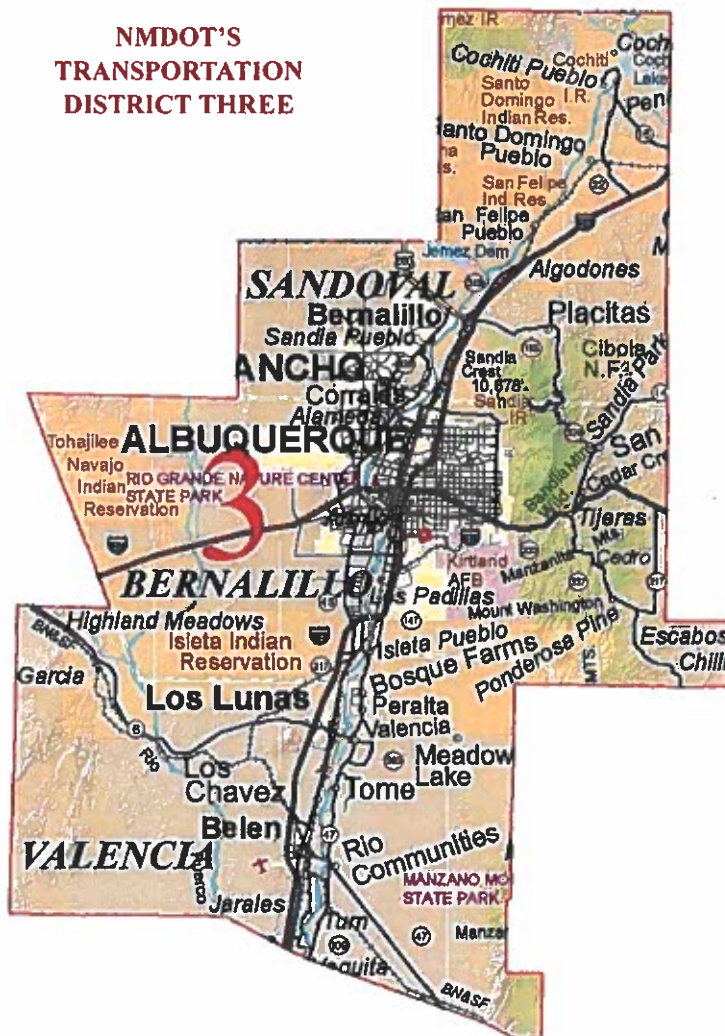
District Three Transportation Commissioner

Keith Mortensen



District Three Engineer

Kenneth W. Murphy, P.E



FY19 BUDGETS

Budget Responsibility

- Operating Budget: \$15,685,400
- Current Construction Contracts: \$90,484,376
- Contract Maintenance: \$6,753,200
- Field Supplies: \$2,878,100
- Striping and Signing: \$1,100,200

Employee Breakdown

- Support Staff: 37 positions
- Maintenance: 80 positions
- Construction: 60 positions
- Engineering Support: 29 positions
- Total Full-Time Employees: 206

NMDOT District Three Roadways

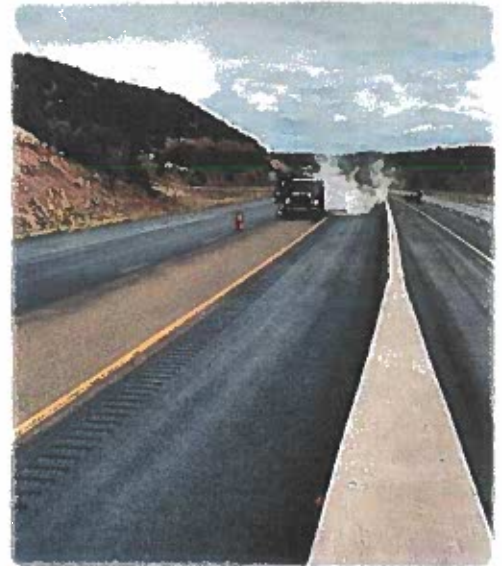
Route	From	To	Lane Miles
FL 4016	Junction Central Avenue	Near Rio Bravo	11
L 5081	University Blvd	I-25 East Frontage Road	2
FR 2083	Bernalillo	Near NM 165	19
FR 2087	Budaghers Interchange	Near NM Monument	5
FR 2523	I-25 NB Frontage Road @ Coal Avenue	I-25 Frontage Road Tramway Blvd.	31
FR 2537	I-25 SB Frontage Road Tramway	I-25 SB Frontage Road @ MLK	30
FR 4026	I-25 Big I Frontage Road	I-40 Big I Frontage Road	4
FR 4027	I-40 North Frontage Road 6th St.	12th Street Frontage Road	1
FR 4028	I-40 South Frontage Road 6th St.	12th Street Frontage Road	1
FR 4029	I-40 Big I Frontage Road	I-25 Big I Frontage Road	5
FR 4050	9 Mile Hill	West of Rio Puerco	21
FR 4051	West of Rio Puerco	9 Mile Hill	35
I-25	US 60/Bernardo	NM 16 Near Cochiti Lake	788
I-40	County Line Near Rio Puerco	County Line near NM 217	538
L 0013	Near Junction NM 116	Near Industrial Park Lane	37
NM 6	Near Rio Puerco	NM 47 Intersection	62
NM 14	Junction NM 333	Santa Fe County Line	64
NM 16	Near Cochiti School	I-25	32
NM 22	I-25	Cochiti Pueblo	50
NM 45	Junction NM 317	Westside Blvd.	176
NM 47	Rio Bravo	US 60	198
NM 109	Near Hernandez Lane	Willow Way	18
NM 116	Near Gordon Waterflow Complex	Near Los Ninos Road	42
NM 165	Near Ridge Court	Near Gringo Gulch	31
NM 217	Camino Yrrisari	Dinkle Road	23
NM 263	Junction NM 47 East	NM 263	15
NM 304	Calle De Delfinia	Near Rio Community Way	62
NM 309	7th Street	Near Rio Grande	14
NM 313	Wilda Road	San Felipe Overpass	57
NM 314	Junction L0013	I-25	85
NM 315	Junction of NM 313	I-25 East Frontage Road	2
NM 317	I-25	Junction of NM 44	5
NM 333	Sheriff's Office	Barton Road	63
NM 337	Bernalillo/Torrance County Line	Junction of NM 333	64
NM 346	Near Storie Road	Near Carrejo	6
NM 347	Unser Boulevard	US 550	12
NM 423	Unser Boulevard	Tramway Boulevard	89
NM 448	Los Montoyas	Near Grande Vista	23
NM 473	Junction of NM 313	Railroad Tracks	2
NM 500	Atrisco Vista	University	64
NM 528	2nd Street	US 550	89
NM 536	NM 14	Sandia Crest	39
NM 556	Junction of 2nd Street	Central Avenue	122
US 60	I-25 Bridge	NM 47	58
US 550	NB Frontage Road	Near Santa Ana Reservation	74
TOTAL LANE MILES			3,168

Maintenance Activities and Accomplishments

District Three is responsible for the preservation and maintenance of 3,168 lane miles of highway with 79% of these miles in the urban area. To enhance and preserve the existing infrastructure, District Three balances system preservation with capacity improvements.

This past year the Maintenance Program extended the useful life of 342 lane miles through pavement preservation. These projects were accomplished using state funds in the amount of \$10,347,412.

District Three has five (5) maintenance patrols, two located in the Albuquerque Area - North Urban and South Urban, and one each in Belen, Bernalillo and Tijeras. The District has three (3) support crews that augment patrol operations in the areas of Bridge and



Fog Seal, I-40 Tijeras Canyon

Maintenance Activities FY 18		
Activities	Accomplished Qty.	FY 18 Expenses
Emergency Repairs	3,579 Labor hrs.	\$215,287
Snow & Ice Removal	8,050 Pass miles	\$179,414
Blade Patching	8.9 Bladed miles	\$2,023
Drainage & Structure Cleaning	3,973 Cubic yds.	\$108,978
Concrete Placement	4 Cubic yds.	\$8,845
Bridge/ CBC Repair	35 Bridges	\$23,259
Litter Pick-up	16,526 Labor hrs.	\$641,073
Chemical Spray of Vegetation	2,726 Shoulder miles	\$206,717
Guardrail Installation/Repair	4,914 Linear feet	232,119
Fence Maintenance	448 Linear feet	6,158
Pothole Patching	366 Cubic yds.	\$177,286
Right-of-way Mowing	2,763 Mowing pass miles	\$205,328
	Total	\$2,006,487



Glare Shield Repair, I-25



Snow Removal Operations, NM 536



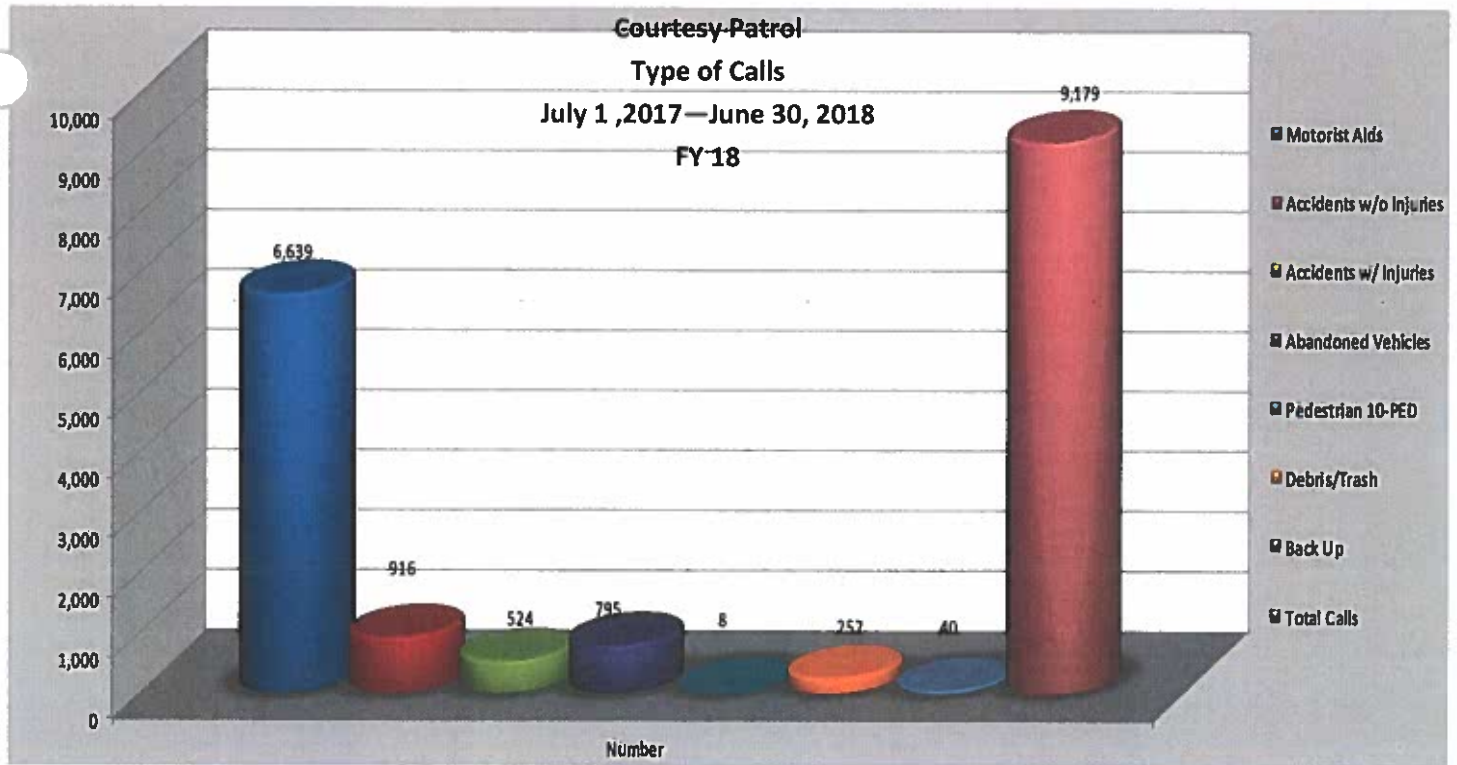
Vegetation Management, I-25 South

Pavement Preservation Projects FY 18

Roadway	Lane Miles	Contract Funds	Field Supply Funds	Other Funds
NM 314, MP 0 - 5 Heater Scarification Belen	13.5	\$193,194	\$597,226	
NM 314, MP 5 - 6.6 Heater Scarification Belen	33.0	\$1,403,907	\$1,385,776	
Lomas Blvd @ I-40 Asphalt Repair	0.0	\$64,307		
NM 309 MP 0 - 2.3 Mill & Inlay Belen	11.8	\$1,273,824		
NM 448 Mill & Inlay Coors to Alameda	7.1	\$724,648		
NM 47 / I-25, Isleta Interchange Mill & Inlay	9.4			\$849,483
US 550 MP 7.3 to 6.1 Nova Chip	5.6	\$388,363		
I-40, Crack Seal, Fog Seal 98th St West	69.0	\$428,411	\$99,960	
NM 47, Fog Seal Rio Communities, From NM 309 North	12.5		\$19,864	
NM 47, MP 32.9 to 35.4 Fog Seal Peralta	14.6		\$23,201	
NM 47, MP 39 to 40.3 Fog Seal Isleta Casino	8.0		\$12,713	\$100,541
NM 165, MP 0 to 9.2 Fog Seal Placitas	25.0		\$39,727	
NM 347, 5.8 miles Fog Seal PDV	25.0		\$39,727	
I-40, MP 170.3 to 174.8 Crack Seal Tijeras Canyon	43.5	\$365,812		
US 550, MP 3.7 to 6.1 Nova Chip	14.7			\$733,391
NM 22, Nova Chip, From I-25 West 1.5 miles	6.2	\$371,274		
NM 473, Overlay, Bernalillo, I-25 west for 0.5 miles	1.3		\$67,188	
NM 217, 5 - 10.5, Overlay, From I-40 South for 5 miles	12.0		\$640,876	
NM 304 0 - 6.6 Overlay, From US 60 South to La Joya	14.3		\$350,000	
NM 47, 39 - 35, Crack Seal, From Isleta Casino South	15.0	\$174,000		
Total:	342	\$5,387,740	\$3,276,258	\$1,683,414

Bridge Maintenance


Bridge Maintenance		
	Ongoing Projects	
Scope of work	Location	Project Cost
Bridge Deck Rehab	I25 NB over Gibson	\$192,380
Bridge Deck Rehab	I25 SB over Gibson	\$157,088
Projects completed in 2018		
Bridge Deck Preservation	Roy Road over Edith	\$36,709
Bridge Deck Preservation	Roy Road over R/R	\$42,437
Bridge Deck Preservation	I25 SB over R/R MP 208.85	\$40,320
Bridge Deck Preservation	I25 NB over R/R MP 208.85	\$41,092
FY 2018 STIP		
Bridge Deck Preservation	I25 Over the Rio Grande	\$1,243,650
	NM 528 Over the Rio Grande	
Total:		\$1,753,676



Courtesy Patrol Statistics

- Received 9,179 calls
- 72% of calls are Motorist Aids
- Response time 96% within 10 minutes

Construction Activities and Accomplishments

Completed Projects	Ongoing Projects
Bridge Rehabilitation I-25/ MP 224.6 to 225.37 \$869,151	Roadway Rehabilitation NM 14, MP 0-2 \$2,805,229
Bridge Rehabilitation NM 423 MP 4.0 to 5.8 \$932,722	Bridge New Construction, Roadway Reconstruction US 550, Signalization and Lighting \$14,088,295
	Roadway Reconstruction, Roadway Rehabilitation, I-25/NM 500 Interchange, Bridge Replacement Signalization and Lighting \$56,070,182
	ITS I-25/Avenida Cesar Chavez and I-40/Carlisle \$600,694
	Roadway Widening I-25 / San Mateo MP 229.1 to 230.95 \$10,922,698
	PCCP Preservation/Repair I-40 / Louisiana Interchange, MP 162.5 to 163.5 \$5,136,403
	Bridge Preservation I-25 MP 214.02 to 214.45 and NM 528 MP 3.5 to 3.7 \$860,875

US 550 Bridge Construction



Projects in the Engineering and Development Stage

NM 14, MP 2 to 6 Pavement rehabilitation and curb and gutter	NM 6, Rio Grande Bridge replacement
M 6, I-25 west 8 miles Pavement Preservation	Bridge Deck preservation and repairs, Various locations within District Three
Intelligent Transportation Systems , District Three	I-25 Reconstruction and Widening I-25, between Rio Bravo and Broadway
US 550 , NM 528 to NM 313 Widening	NM 6, Pavement Preservation through Los Lunas
NM 314, Courthouse Road Intersection Reconstruction	NM 528 Reconstruction between Ridgecrest and Northern
Zuzax Bridge over I-40 Bridge Reconstruction	Paseo Del Norte and Louisiana Concrete Intersection Pavement Preservation
I-40, Pavement Preservation West of Coors in phases to 9 mile hill	NM 337, Bridge replacement in Chilili
I-25/MLK NB off ramp access management	I-40 Pavement Preservation between Carnuel and Sedillo Hill (funded outer years)
	I-25 Montgomery Interchange reconstruction (funded 2020/2021)

Critical Needs

I-25 Reconstruction, BIG I to Sunport Boulevard (unfunded)	I-40, Wyoming to Louisiana reconstruction (unfunded) WB
I-40, Unser signal with geometric changes (unfunded)	I-40, Channel reconstruction Juan Tabo to Carlisle (unfunded)
I-40 concrete Louisiana east to Carnuel Pavement Preservation (unfunded)	Safety project to improve sight distance 2nd St. onramp to PDN (unfunded)
Big I Pavement Preservation (funded outer years)	Coors/Paseo Del Norte Interchange including to Eagle Ranch (unfunded)
I-25 Jefferson Interchange reconstruction (unfunded)	NM 165, guardrail; pavement preservation , settlement repair (unfunded)
Drainage improvements I-25 near Belen	

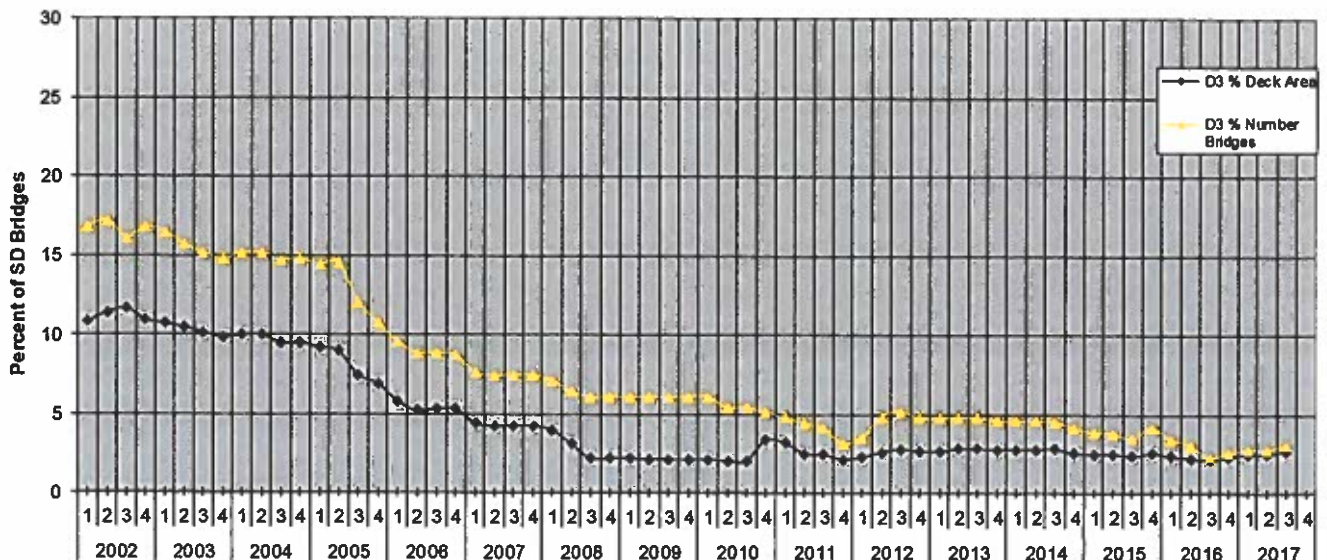
Local Government Road Fund Projects (including local contributions)

Multiple Projects totaling \$9,034,253

Local Government Federally Funded Projects (including local contributions)

Multiple Projects totaling \$44,846,520

Percentage of Structurally Deficient State Owned Bridges (District 3)



DISTRICT 4

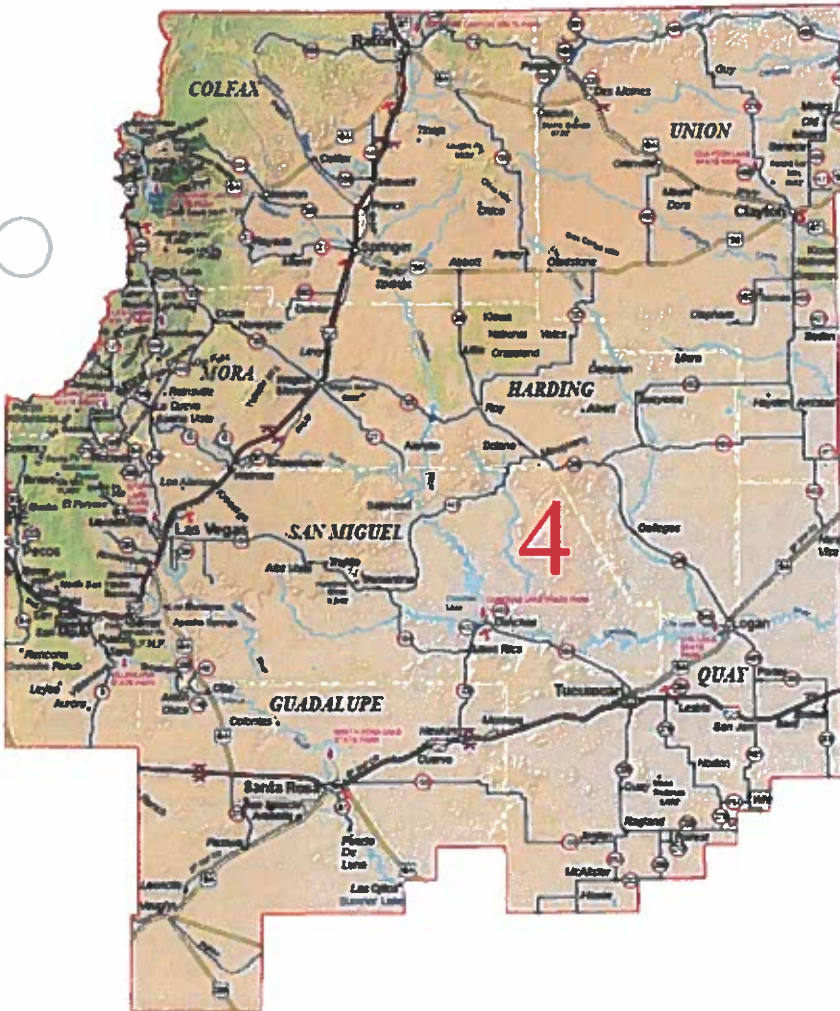


**NMDOT District Four
July 2018**



District 4 is located in the northeastern quadrant of the state. It borders Texas, Oklahoma and Colorado; along with four Ports of Entry located in Clayton, San Jon, and Nara Visa and on Raton Pass. It covers over 22,300 square miles and is comprised of seven counties, twenty municipalities, sixteen patrols, five project offices, and four traveling crews. District 4 maintains over 3,100 centerline miles of roadway with approximately 595 centerline miles of Interstate and 480 centerline miles of US Highway. District 4's Headquarters is located in the largest municipality of the District located at 28 Industrial Drive in Las Vegas, NM.

**NMDOT'S
TRANSPORTATION
DISTRICT FOUR**



District Four Commissioner
Ronald Schmeits



District Engineer
David E. Trujillo, P.E.

FY19 Budget

Budget Responsibility	
Operating Budget	\$21,479,000
Contract Maintenance	\$4,317,600
Field Supplies	\$5,222,500
Striping	\$1,557,300
Rest Area Maintenance	\$1,655,400
Rest Area Improvements	\$302,400
Rest Area Field Supplies	\$23,000

		Vacancy
Support Staff	43	14
Maintenance	191	37
Construction	53	13
Engineering Support	22	5

309 69

Vacancy Rate 22.30%

NMDOT D-4 MAINTAINED ROADWAYS

Route	From	To	Lane Miles
I-25	Glorieta Interchange	NW/Colorado Stateline	654.61
I-40	Guadalupe/Torrance County Line	NM/Texas Stateline	536.28
US 54	Pastura	Santa Rosa	35.24
US 54	Tucumcari	NW/Texas Stateline	107.55
US 56	Springer	Oklahoma	188.34
US 64	Colfax/Taos County Line	I-25 South of Raton	153.96
US 64/87	Raton	Clayton	325.73
US 87	Clayton	NM/Texas Stateline	37.98
US 84	Guadalupe/De Baca County Line	Santa Rosa	46.34
US 84	I-40 West of Santa Rosa	Romeroville	83.35
L00015	Las Vegas Business Loop		19.64
L00016	Springer Business Loop		6.86
L00017	Raton Business Loop		16.44
L00035	Santa Rosa Business Loop		21.84
L00036	Tucumcari Business Loop		31.32
NM 3	I-40	I-25 at Exit 323	64.75
M 21	Cimarron	Springer	68.89
NM 34	Rowe	San Miguel/Santa Fe County Line	40.40
NM 38	Red River	Eagle Nest	33.27
NM 39	Logan	Abbott	187.42
NM 50	San Miguel/Santa Fe County Line	Pecos	5.16
NM 58	Cimarron	I-25 North of Springer	37.82
NM 63	Rowe	Cowles	50.29
NM 65	Las Vegas	El Porvenir	31.01
NM 72	Raton	Folsom	72.00
NM 89	House	Jct. NM 268 North of Melrose	2.53
NM 91	Santa Rosa	Puerta De Luna	25.24
NM 93	I-40 Endee Interchange	Quay County Line	32.90
NM 94	Sapello	Mora	37.26
NM 97	Watrous	Valmora to End of Route	19.07
NM 102	Jct. NM 39 South of Mosquero	Jct. NM 402 North of Amistad	92.64
NM 104	Las Vegas	Tucumcari	219.05
NM 105	Jct. NM 94 at Tierra Monte	Rociada	18.20
NM 119	Dilia	Anton Chico	11.29
NM 120	Black Lake	Jct. US 56 East of Springer	238.06
NM 121	Jct. NM 518 North of Mora	Chacon	17.16
NM 127	Jct. US 64 South of Eagle Nest	Idlewild	7.06
NM 129	Newkirk (I-40 Exit 300)	Jct. NM 104 at Mesa Rica	34.77
NM 144	Las Vegas (Jct. NM 65)	Luna Community College	2.46
NM 156	Santa Rosa (Jct. US 84)	Jct. NM 252 South of Ragland	121.21
NM 161	Buena Vista	Ft. Union National Monument	63.80
NM 193	Jct. US 56 East of Springer	Jct. US 64 East of Raton	84.40
NM 204	Jct. US 64 East of Cimarron	Philmont Scout Ranch	21.76
NM 209	Quay/Curry County Line	Tucumcari	95.30
NM 210	Jct. NM 268 East of McAlister	Jct. NM 209 East of Ragland	8.02
NM 219	Pastura	I-40 West of Santa Rosa	30.43
NM 223	Pecos (Jct. NM 63)	End of Route	4.37
NM 231	Jct. NM 278 Southeast of Tucumcari	Jct. NM 469 North of Grady	9.99
NM 237	Tucumcari (Jct. L00036)	Tucumcari (Jct. US54)	4.82

Route	From	To	Lane Miles
NM 250	Las Vegas	Las Vegas Airport	9.00
NM 252	Quay County Line	Jct. NM 209 at Ragland	61.96
NM 266	Jct. NM 94 West of Sapello	San Ignacio	12.80
NM 268	Quay County Line	Jct. NM 209 East of Ragland	18.24
NM 271	Wagon Mound	Mora/San Miguel County Line	48.20
NM 275	Broadview (Jct. NM 209)	Jc.t NM 469	8.00
NM 276	Jct. NM 105 South of Mora	Lower Rociada	11.60
NM 278	Jct. NM 209 West of Grady	Jct. I-40 FR4118 East of Tucumcari	67.07
NM 281	Jct. NM 104	End of Route (near McAlister Lake)	13.40
NM 283	Jct. I-25 FR 2137 South of Las Vegas	End of Route (Mineral Hill Area)	27.62
NM 286	Jct. I-40 FR4118 East of Tucumcari	End of Route (Tucumcari Airport)	1.56
NM 312	Jct. NM 252 at McAllister	Jct. NM 268 South of Forest	16.22
NM 329	Las Vegas (Jct. L000150)	Las Vegas (Jct. NM 65)	3.76
NM 370	Clayton	Travesser	95.04
NM 386	Jct. US 84 North of Dilia	Anton Chico	17.64
NM 392	Endee Interchange (I-40 Exit 369)	Jct. NM 469 West of Porter	31.76
NM 402	Nara Visa	Clayton	125.70
NM 406	Clayton	NM 456	70.29
NM 410	Jct. M 406 East of Moses	NMTX Stateline	3.88
NM 411	Jct. NM 406 Northeast of Clayton	End of Route	7.93
NM 417	Jct. NM 402 South of Clayton	NMTX Stateline	9.50
NM 419	Jct. NM 104 north of Variadero	Jct. NM 39 North of Mosqero	97.50
NM 420	Jct. NM 102 East of Mosquero	Jct. NM 402 North of Nara Visa	60.95
NM 421	Jct. NM 402 South of Clayton	Sedan then NMTX Stateline	16.18
NM 432	Jct. NM 104 North of Mesa Rica	End of Route (Conchas Lake South Area)	2.00
NM 433	Jct. NM 104 @ Conchas North	End of Route (Conchas Lake North Area)	5.80
NM 434	Mora	Angel Fire	73.69
NM 442	La Cueva	Ocate	41.75
NM 445	Maxwell	Jct. US 64 Northeast of Cimarron	24.51
NM 446	Jct. NM 97 East of Watrous	Valmora	0.50
NM 450	Jct. NM 97 East of Valmora	End of Route	0.70
NM 451	Jct. NM 119 East of Anton Chico	Jct. US 84 North of Dilia	6.17
NM 453	Jct. US 56 West of Clayton	Grenville (Jct. US 64/87)	41.96
NM 455	Jct. NM 370 North of Clayton	Clayton Lake State Park	3.08
NM 456	Folsom	NW Oklahoma State Line	117.57
NM 468	Springer (Jct. L00016)	Springer Correctional Facility	5.02
NM 469	Grady	Jct. US 54 West of Logan	81.11
NM 484	Jct. NM 3 Near Pueblo	Near Valley Schools	2.00
NM 505	Jct. US 64 North of Cimarron	Jct. NM 445 North of Maxwell	23.95
NM 518	Las Vegas	Mora/Taos County Line	94.42
NM 526	Jct. NM 72 East of Raton	NM Co. Stateline (Lake Maloya)	12.68
NM 538	Jct. Jct. US 87 South of Clayton	Jct. US 56 East of Clayton	3.02
NM 540	Jct. US 54 (Logan)	Jct. NM 39	18.74
NM 551	Jct. NM 456 North of Folsom	NM Co Stateline	12.88
NM 552	Jct. US 54 South of Logan	End of Route	3.80
NM 555	Raton	End of Route (Vermejo Ranch)	63.77
NM 562	Jct. NM 402 South of Clayton	Clapham	39.12
NM 569	Jct. I-25 FR 2151 @ Colmor Interchange	Charette Lake	27.77
Other Routes	Frontage Roads/Interchange Ramps/Etc.		665.45
		Total	6265.54

D-4 MAINTENANCE ACTIVITIES AND ACCOMPLISHMENT

Maintenance Accomplishments

Chip seal (application of a special protective wearing surface to an existing pavement) NM 34 Expense totaled \$118,679; Labor Costs (Regular and OT) \$7,179; Equipment Costs - \$17,149; and material cost - \$94,352

Pavement Resurfacing (installing a new layer of pavement over existing pavement) I-25 mile marker 299 to mile marker 309/mile marker 437.7-mile marker 442.1. US 64/87 mile marker 384.75 to mile marker 384 and NM 518 mile marker 0 to mile marker 1.4

Crack sealing (placement of material into cracks to prevent the intrusion of water) NM 518, Grand Avenue, NM 104, US 84 and several frontage roads.

Fog sealing (pavement rejuvenator) 425 lane miles throughout District 4.

Challenges

- Snow Removal: Completed 83,840 pass miles. FY 18 Expense totaled \$984,438; Labor Costs (Regular and OT) \$166,081; Equipment Costs - \$539,341; and, material cost - \$279,016.
- Chip Seal: Cost per lane mile is approximately \$11,000 - \$12,000 (include Fog Seal). District 4 has approximately 3,600 lane miles of roadway on the Chip Seal Program.
- With a yearly budget of approximately \$3.2 million, routes will be chip sealed every 13+/- years.
- Equipment: Estimated cost to replace equipment meeting the replacement criteria is approximately \$15 million. Currently, 1,119 items are on the Equipment Inventory list with 527 (47%) items meeting the replacement criteria. Repair budget estimated needs for the fiscal year to repair and maintain equipment is ±\$1.5 million.

Critical Needs

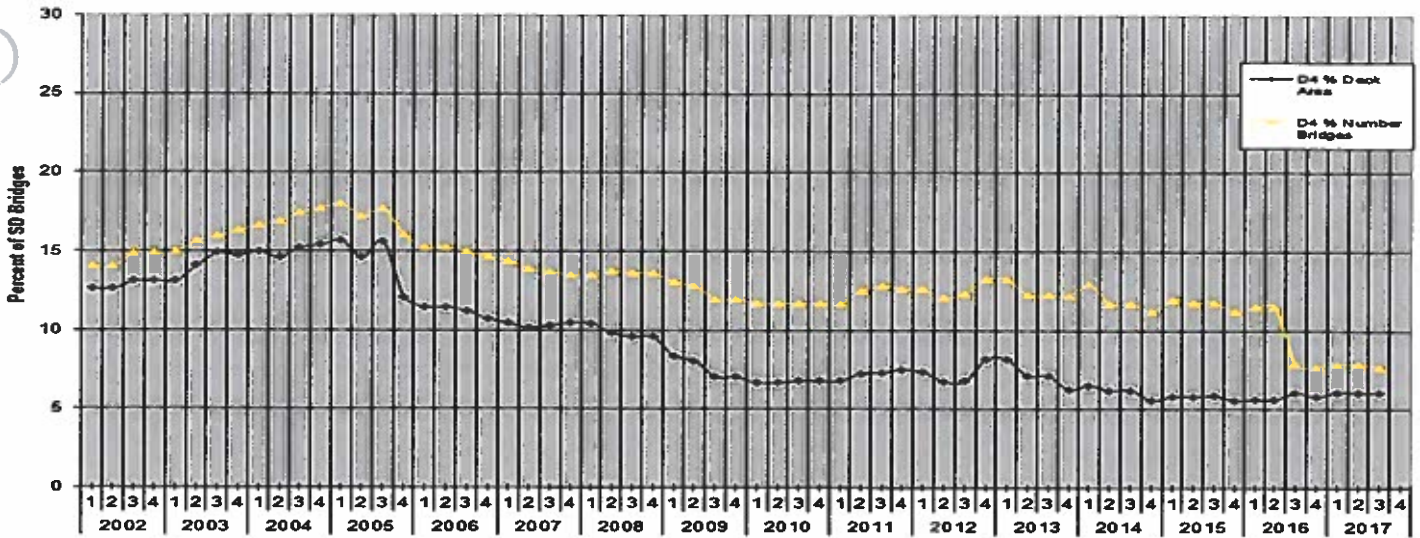
- Roadway: District 4's critical roadway needs are \$350 million plus. Seventy percent (70%) of the District's centerline miles are eligible for federal funding. District 4 has 180+/- miles of unpaved roads; approximately 1,300 miles have no shoulders and 210+/- roads have shoulders 2' or less.
- Bridge: District 4 has 571 structures and the critical bridge repair needs are estimated to be \$50 million plus; 88 structures have been in service 75 or more years and an additional 178 structures have reached or exceeded their design life of 50 years. In 10 years, 419 of District 4's structures (73%) will have reached or exceeded their 50-year design life.
- Upgrade existing facilities: Des Moines, Springer, Clayton and Roy Patrol Buildings need to be updated to meet ADA, electrical and plumbing code.
- New office building: A new office building for the Clayton Project Office to meet established federal and state minimum requirements.

FY 19 Local Government Road Fund

\$6,729,388 Total State Share (not including match waiver) 55 agreements with 35 entities

County Coop	7 Agreements totaling	\$939,107
Municipal Coop	17 Agreements totaling	\$998,550
School District Coop	10 Agreements totaling	\$266,026
School Bus Route	7 Agreements totaling	\$1,068,000
County Arterial	7 Agreements totaling	\$1,906,898
Other	1 Agreements totaling	\$112,140
Municipal Arterial	6 Agreements totaling	\$1,438,667

Percentage of Structurally Deficient State Owned Bridges (District 4)



Upcoming STIP Projects		
FY 2019 STIP		
Roadway reconstruction	Grand Avenue - Las Vegas	\$13,328,665
Safety - guardrail	NM 434 Mora to Coyote Creek	\$1,412,385
Bridge rehabilitation	I-40 exit 272 (Endee Bridge)	\$3,349,160
Bridge rehabilitation	US 64/87	\$956,721
Preventative maintenance	I-40 various bridges	\$938,096
Roadway reconstruction	US 54 - I-40 Jct	\$7,583,332
Roadway rehabilitation	I-25 mile marker 454.2 to mile marker 460.8	\$18,936,742
Bridge Rehabilitation	NM 434 Mora Bridge	\$500,000
FY 2020 STIP		
Bridge rehabilitation	Romeroville Interchange Bridge	\$700,000
Roadway Reconstruction	NM 434 Angel Fire	\$6,000,000
Roadway resurfacing	US64/87 Capulin	\$2,852,379
Safety	NM 518 - Holman Hill.	\$2,000,000
Bridge rehabilitation	NM434 Mora Bridge	\$900,000
Bridge rehabilitation	US64/87 Bridge Project	\$956,721
FY 2021 STIP		
Bridge rehabilitation	I-25 and US 64 Bridges	\$1,700,000
Bridge replacement	NM518 La Cueva bridge	\$4,000,000
Bridge rehabilitation	US 64 bridge east of Cimarron	\$800,000
Roadway reconstruction	US 87 NM/TX Stateline	\$7,000,000

Existing Logan Bridge US 54



NM 104 MP 63



NM 434 MP 18

US 64 MP 377



NMDOT-D4 CONSTRUCTION ACTIVITIES AND ACCOMPLISHMENTS

Ongoing Projects		
I-25 MP 458.9 to MP 460.8	Roadway Reconstruction/Rehabilitation/Bridge replacement	\$ 15,150,661
I-25 MP 426.0 to MP 426.1	Bridge rehabilitation	\$ 579,676
I-40 MP 262.9 to 269.9	Roadway rehabilitation and roadway reconstruction	\$ 6,942,429
NM 39 MP 29.7 to MP 30.0	Bridge replacement and roadway reconstruction	\$ 3,520,682
NM 434 MP 17.2 to MP 19.6	Roadway widening/Reconstruction/Bridge replacement	\$ 8,229,113
US 54 MP 324.9 to MP 326.3	Bridge and roadway new construction	\$ 22,037,370
NM 104 MP 63.3 to 63.4 and MP 64.7 to 65.2	Bridge replacement and roadway reconstruction	\$ 4,999,725
NM 104 MP 0.3	Bridge rehabilitation/deck repair	\$ 487,907
NM 518 MP 11.6 MP 24.0	Roadway rehabilitation and reconstruction	\$ 5,970,000
US 64/87 MP 377.2 to MP 384.7	Road rehabilitation	\$ 2,851,984
US 54 MP 339.4 to MP 354.9, and I-25, MP 309.2 to MP 317.5	Guardrail	\$ 1,817,004
US 64 MP 272.2 to MP 344.7	Sign replacement	\$ 296,142
US 54 MP 225 to MP 242.8	Sign replacement	\$ 68,304
US 54 MP 305.6 to 310.0, NM209, MP 64.0 to 82.40	Micro surface - pavement preservation	\$ 1,550,892
Completed Projects		
I-25 South Raton Interchange and I-25 MP 450.232 to MP 454.2	Roadway reconstruction	\$ 10,992,987
Sign Replacement	US 84 MP 18.5 to MP 41.2	\$ 110,763
Sign Replacement	US 56 MP 0.0 to MP 94.3	\$ 387,627
Roadway Rehabilitation and Reconstruction	US 64 MP 305.0 to MP 310.5	\$ 2,712,664
Fencing (Game Fence) & Signalization	I-25 MP 450.2 to MP 455.1	\$ 3,009,558
Road Rehabilitation	I-25 MP 437.7 to MP 422.1	\$ 1,900,038
Bridge Rehabilitation	I-25 MP 387.9, MP 440.0, MP 450.1	\$ 1,334,010
Sign Replacement	US 64/87 MP 359.9 to MP 390	\$ 39,872
Guardrail Replacement	I-40 MP 239 to 373	\$ 683,755
Roadway Rehabilitation	I-40 MP 281.00 to MP 286.00	\$ 4,823,132
Bridge Replacement	NM 102 MP 3.0 to MP 3.8	\$ 3,218,736
Crack Sealing Hot Mix Asphalt	NM 39 MP 0.0 to MP 10.0	\$ 247,828
Bridge Replacement	NM 209 MP 70.1 to MP 71.2	\$ 3,496,092
Bridge repairs - surface treatment - epoxy	NM 469 MP 41.5	\$ 229,009
Bridge Rehabilitation	I-40 MP 346.9	\$ 877,553
Bridge Rehabilitation	NM 283 MP 1.3 to MP 3.0	\$ 764,035
Road Rehabilitation	I-25 MP 299 -320	\$ 1,985,746
Roadway Rehabilitation	I-25 MP 334.0 to MP 338.0	\$ 4,316,959
Bridge Rehabilitation	NM 456 MP 24.0 to MP 24.5	\$ 3,068,501
Sign Replacement	I-25 MP 299.1 to MP 460.0	\$ 334,700
Guardrail Replacement	I-25 MP 299.1 to MP 460.0	\$ 492,491
Safety	Various Locations in District 4	\$ 3,522,315
Upcoming Projects		
Roadway rehabilitation	Raton North Interchange MP 454.2 to MP 460.8	\$ 18,000,000
Bridge rehabilitation	I-40 MP 274.7 to MP 274.9	\$ 900,000
Bridge deck replacement	NM 93 MP 0.10 to MP 0.20	\$ 3,349,160
Roadway rehabilitation	US 54 MP 302.5 to MP 304.0	\$ 7,400,000
Roadway rehabilitation	I-40 MP 300.0 to MP 308.2	\$ 9,000,000
Roadway rehabilitation	Grand Avenue - Las Vegas	\$ 12,300,000
Bridge rehabilitation	US 64 MP 399.3 to MP 399.6	\$ 800,000

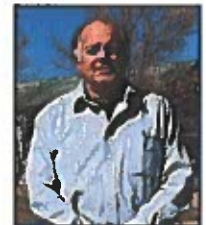
DISTRICT 5



District Five encompasses San Juan, Rio Arriba, Taos, Santa Fe, Torrance, and Los Alamos Counties with the District Five Headquarters located in Santa Fe. District Five is responsible for maintaining approximately 5,378 lane miles of roadway. The District also works closely with ten tribal governments and many local government entities to meet our transportation goals.

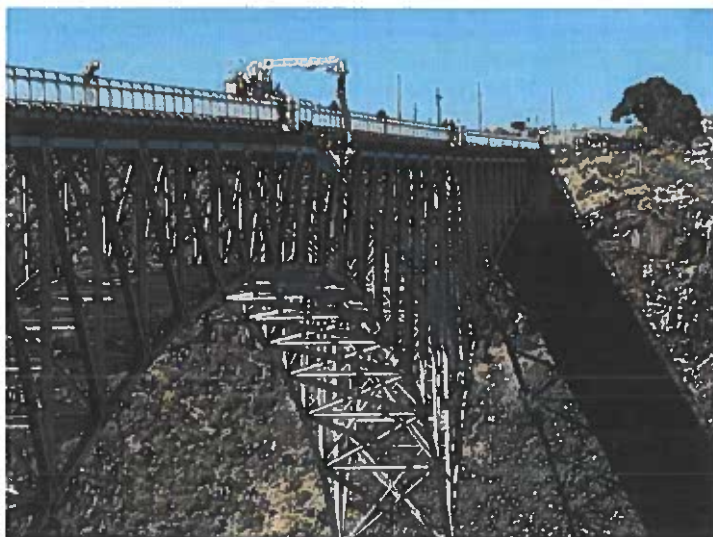


Butch Mathews, District Five Transportation Commissioner



Paul Brasher, P.E Acting District Five Engineer

**New Mexico Department
of
Transportation
District Five**



FY 19 BUDGET

Budget Responsibility

- Operating Budget: \$23,336,800
- Ongoing Construction Contracts: \$37,750,004.73
- Contract Maintenance: \$5,131,600
- Field Supplies: \$5,126,200
- Striping and Signing: \$1,556,500
- Rest Area Improvements: \$91,600
- Rest Area Maintenance: \$474,200
- Rest Area F/S: \$23,000

Employee Breakdown

- Support Staff: 44 positions
- Maintenance: 191 positions
- Construction: 69 positions
- Engineering Support: 21 positions

Total: 332 positions

NMDOT D-5 ROADWAYS

Route	From	To	Lane Miles
NM 4	NM 502 at White Rock	Sandoval County Line	46
NM 14	US 84/285 in Santa Fe	S. of Golden	116
NM 17	Jct. US 64/US 84	Colorado State Line	20
NM 30	NM 502 E. of Los Alamos	US 84 at Espanola	18
NM 38	Questa	Red River	26
NM 41	Lamy	Willard	124
NM 55	Estancia	Gran Quivira	134
NM 68	US 84 at Espanola	US 64 at Taos Plaza	136
NM 74	NM 68 Ohkay Owingeh Pueblo	Jct. US 84/NM 68 at Hernandez	10
NM 75	NM 518 Penasco	NM 68 thru Dixon	42
NM 76	NM 68 at Espanola	NM 75 W. of Penasco	60
NM 96	US 84 at Abiquiu Dam	Regina	80
NM 111	US 285 Ojo Caliente	Canon Plaza	40
NM 112	NM 96 at Gallina	US 84 Tierra Amarilla	60
NM 170	US 64 at Farmington	Colorado State Line	42
NM 173	US 550 at Aztec	NM 511	38
NM 240	NM 68 at Ranchos de Taos	US 64 at Taos	12
NM 300	NM 466 in Santa Fe	US 285 near Eldorado	13
NM 333	Loop 34 Moriarty	Bernalillo County Line	22
NM 344	NM14	Jct. of NM 333	38
NM 371	US 64 Farmington	District 6 Boundary	96
NM 466*	Cerrillos Road *466 is St. Michael's Dr	Old Agua Fria Road near I-25	20
NM 475	St. Francis Drive	Hyde Park Rd. (Santa Fe Ski Basin)	36
NM 502	US 84 Pojoaque	NM 501 Los Alamos	74
NM 503	US 84 Pojoaque	NM 76 W. Chimayo	30
NM 511	US 64 at Blanco	Colorado State Line	64
NM 518	District 4 Boundary (Mora County Line)	NM 68 at Taos	56
NM 522	US 64 Taos	Colorado State Line	82
NM 537	District 6 Boundary	US 64 S. Dulce	100
NM 554	US 84 N. of Espanola	NM 519 La Madera	42
NM 574	NM 516 at Aztec	NM 170 La Plata	28
NM 585	NM 68 S. of Taos	US 64 Taos	8
NM 595	NM 96 Gallina	Lindrith	52
NM 599	I-25 Santa Fe	US 84/285 Santa Fe	56
US 60	District 3 Boundary (Jct. of NM47)	District 2 Boundary (near Vaughn)	160
US 64	Arizona State Line	Taos/Colfax County Line	663
US 84	I-25 Santa Fe (St. Francis Drive)	Colorado State Line	359
US 160	Four Corners	Four Corners	2
US 285	Jct. US 60/NM 3 (Encino)	Colorado State Line	308
US 491	District 6 Boundary	Colorado State Line	160
US 550	District 6 Boundary	Colorado State Line	284
I-25	Cochiti	Glorieta	147
I-40	Three miles W. of Edgewood	Twenty- one miles E. of Clines Corners	220
Other Routes	NM Routes	NM Routes	1114
Other Routes	Frontage Roads & Loops	Frontage Roads & Loops	140
TOTAL LANE MILES			5,378

Maintenance Challenges

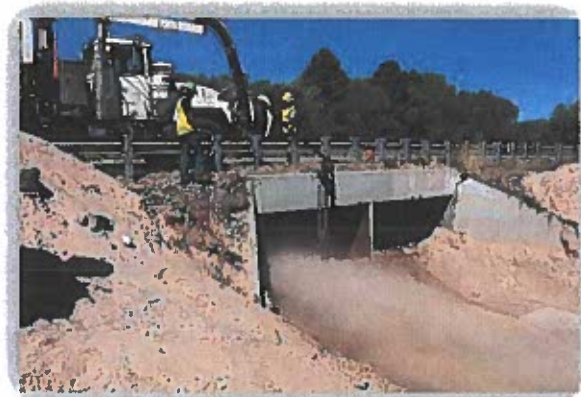
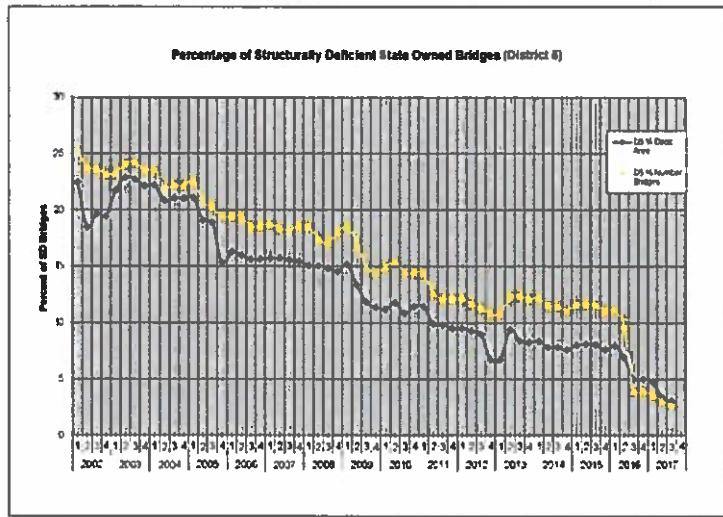
- **Maintenance of Interstate Highways I-40 and I-25:** The challenge for District Five is to maintain 55 miles of I-40 and 36 miles of I-25 for the traveling public. There are very high volumes of heavy trucks utilizing I-40 daily, in addition to, the heavy commuter volume of traffic between Albuquerque and Santa Fe. District Five maintains 370 lane miles of Interstate.
- **Snow Removal Operations:** The District covers six counties with varying terrain from Plains to High Mountains. The winter season begins in mid-October and snow removal operations can last through the month of April.
- **Maintenance of Secondary Roads:** Along with maintaining I-40 and I-25, District Five maintains over 5,370 lane miles of secondary roads in Santa Fe, Torrance, Rio Arriba, Los Alamos, San Juan and Taos counties.
- **Hiring & Keeping CDL Holders:** District 5 is in direct competition with the oil field industry in San Juan County and local governments in high cost of living areas; such as, Santa Fe and Los Alamos. These entities have traditionally paid higher wages to CDL holders making it a challenge for state government to compete with them.



Maintenance Activities FY18		
Snow Removal	151,838.42 pass miles	\$ 1,715,805.47
Chip Seal	190.74 lane miles	\$ 2,222,458.87
Emergency Response & Flood Mitigation	6,998.75 labor hours	\$395,843.13 (District Wide)
Litter Pick-up	20,242.25 labor miles	\$ 607,673.24
Mowing ROW	8,205.10 pass miles	\$ 861,227.06
Graffiti Removal	2,942.00 square feet	\$ 12,193.13



Maintenance Activities FY 18		
Crack Sealing	US 84	\$154,325.94
Blade Patching	111,187.83 cubic yards	\$1,898,451.05
Hot Insitu Recycling	US 64	\$752,044.33
Hot Mix Overlay	US 84	\$ 1,577,628.14
Plant Mix Course Overlay	NM 50, US 285	\$ 661,227.06
OGFC	NM14 (Cerrillos Rd)	\$483,895.77
Heater Scarification	US84/285 MM 178-182	\$2,036,496.52
Wearing Course Overlay	US 84/285 MM 190.6 – 195.6	\$1,845,549.00
Wearing Course Overlay	US 285 MM 229-234	\$1,103,335.83
Mill & Fill	US 84 St. Francis Drive	\$482,937.25
Heater Scarification	NM 68 MM 23-33	\$2,401,764.18
Hot In Place Recycle	US 84 MM 226-238	\$888,915.32



BRIDGE MAINTENANCE			
Bridge Projects Completed in 2017			
Scope of Work	Location	Total Project Cost (Est)	
Bridge Joint Replacement, Repairs, Rail Replacement	US 550, MP 169.500	\$327,327	
Bridge Overlay	I-25 Frontage Rd. East of NM 599	\$299,796	
Bridge Deck Patching	I-25 / US 285 US MP 290.40, US 60 MP 187.30	\$29,261	
District Bridge Maintenance	Various Locations	\$747,347	
Total Bridge Preservation		\$1,480,731	
FY 2018 STIP	ROADWAY RECONSTRUCTION		
Scope of Work	Location	Total Project Cost	Letting Date
Pavement Preservation	I-25 Pavement Preservation M.P. 290.00 – 294.00	\$7,150,000.00	Aug 2018
Roadway Reconstruction	NM 68 MP 3.85 - MP 6.70 from NM 74 North Phase I	\$12,800,000.00	August 2019
Bridge Replacement	NM 574 MP 0.30 - San Juan County	\$3,205,800.00	July 2018
Bridge Rehabilitation	US 285 MP 277.00 – Santa Fe County	\$409,048.00	May 2018
Bridge Rehabilitation	I-25 MP 282.00 – Santa Fe County	\$820,200.00	Aug 2018
Roadway Reconstruction	US 64 MP 54.00 – MP 58.00 – San Juan County	\$32,204,000.00	Aug 2018
Roadway Reconstruction	NM 68 MP 44.20 – MP 45.20 – Taos Phase II	\$15,300,000.00	Oct. 2018
FY 2019 STIP	ROADWAY RECONSTRUCTION		
Roadway Reconstruction	I-25 & US 84/285 & I-25 & La Cienega Exit	\$820,000.00	Feb. 2018
Roadway Reconstruction	NM 68 MP 4.15 to MP 7.00	\$10,282,432.00	November 2018
Bridge Replacement	NM 344 MP 13.00 to MP 14.00	\$4,700,000.00	January 2019
Bridge Rehabilitation	I 25 MP 282 & NM 466 MP 3.663	\$820,000.00	February 2019
CONSTRUCTION ACTIVITIES AND ACCOMPLISHMENTS			
Ongoing Projects		Completed Projects	
Roadway Rehab. NM41 MP 46.221 to MP 55.543 - \$21,962,710.00		Roadway Rehab. I-40 MP 233.705 to MP 239.42 - \$4,883,932.29	
Bridge Rehab. Guadalupe Street Santa Fe MP 1.380 - \$1,783,310.00		Bridge Rehab. NM 95 MP 0.444 - \$919,207.47	
Roadway Rehab. NM 68 MP 41.700 to MP 44.348 - \$5,199,936.50		Roadway Recon. US 550 MP 148.556 to MP 150.850 - \$1,596,318.32	
Roadway Recon. NM 30 MP 7.150 to MP 7.610 - \$3,512,058.32		Roadway Recon. US 64 MP 2.800 to MP 3.800 - \$1,532,842.9	
Bridge Rehab. US 84/285 three Bridges - \$3,912,567.80		Bridge Rehab. US 550 MP 169.438 to MP 169.562 - \$310,162.46	
Bridge Rehab. US 285; US 84/285 four Bridges - \$1,398,422.10			
Total Ongoing Projects => \$ 37,750,004.73		Total Completed Projects => \$ 9,242,463.44	

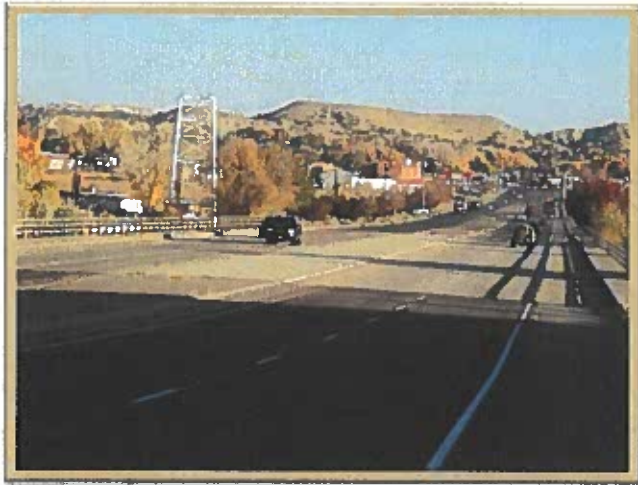
PROJECTS IN THE ENGINEERING & DEVELOPMENT STAGE	
US 64 Corridor Reconstruction between Bloomfield and Farmington, Phase V & Phase VI	Reconstruction, Added Capacity, Drainage Improvements, Intersection Reconstruction and Access Management. Approximate Cost \$34 Million Including Design and ROW Acquisition. Part of Governors MIP Priority Projects
NM 30 Reconstruction between Espanola and NM 502, Phase II	Reconstruction, Added Capacity, Drainage Improvements, and Intersection Reconstruction. Approximate Cost \$18 Million, Including Design Costs
NM 96 Reconstruction from MM 33.00 to MM 35.00	Design and Construction to include Shoulder Widening Reconstruction. Approximate Cost \$8 Million, Including Design Costs
District Wide Bridge Preventative Maintenance	Design and construction of Bridge Preventative Maintenance Various Locations. Approximate Cost \$2.4 to \$3 Million/Year
I-25 Pavement Preservation La Cienega & La Bajada Bridges	Pavement Preservation on I-25 various locations between Mile Post 264-276. Approximate Cost \$10 Million
NM 41 Roadway Reconstruction	NM 41 Roadway reconstruction, shoulder widening. Approximate Cost \$7.8 Million
US 60 Pavement Preservation	US 60 Pavement preservation. Approximate Cost \$6.2 Million
LPA/LGRF COOPERATIVE AGREEMENT PROJECTS	
13 State LPA/Capital Outlay Projects Totaling \$5.9 million	19 Federal LPA/Capital Outlay Projects Totaling \$26.5 million



**US 84/285 (St. Francis Drive)
Pavement Preservation in Santa Fe**



US 285 Pavement Preservation south Clines Corners



US 550 Bridge Rehab. in Farmington



NM 30 Roadway Recon. in Pueblo of Santa Clara



**US 64 Opening Roadway between
Tierra Amarilla & Tres Piedras**



US 84 North of Echo Canyon

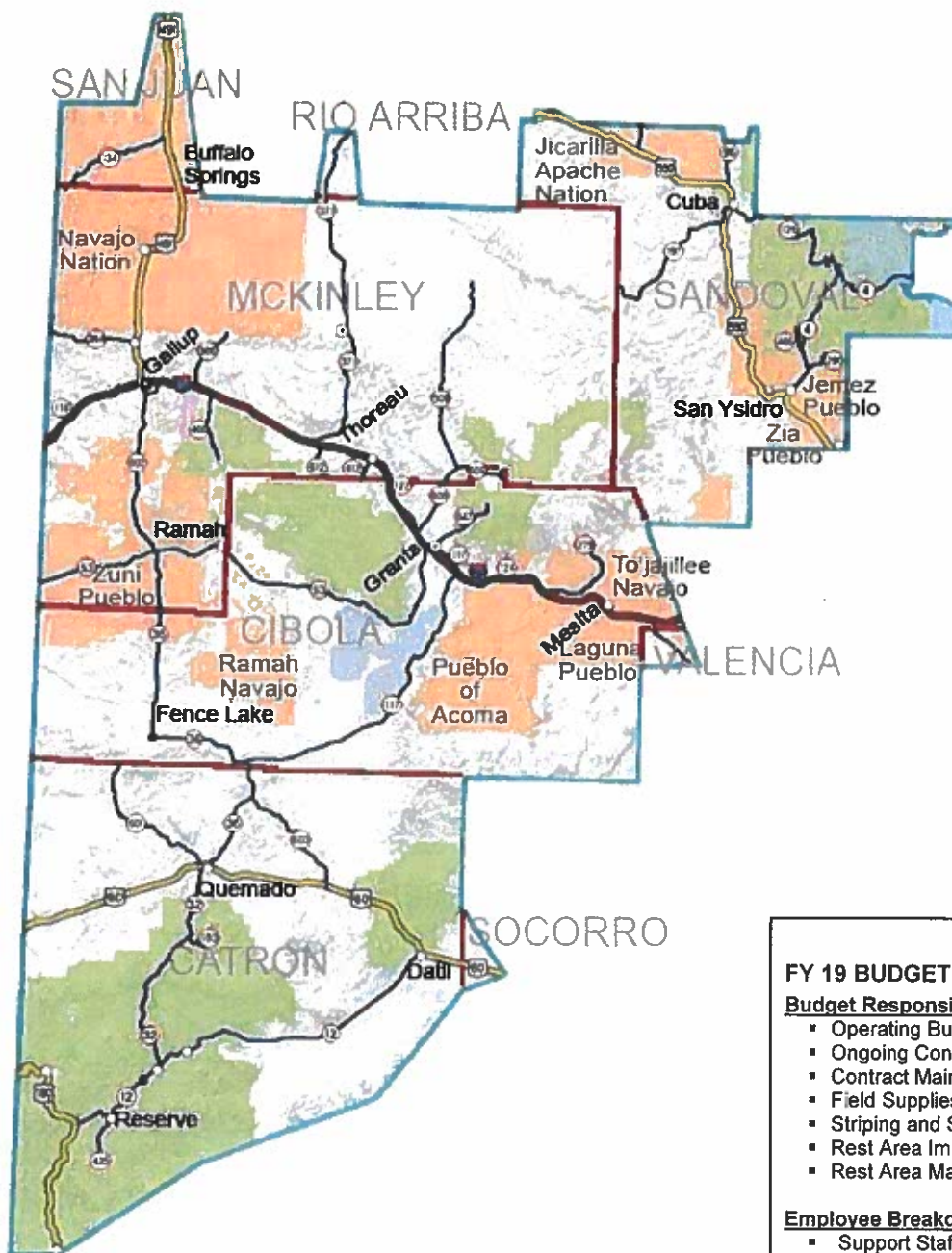
DISTRICT 6



NMDOT DISTRICT SIX July 2018



District Six is located in western New Mexico and encompasses Cibola and McKinley Counties, a majority of Catron and Sandoval Counties, and portions of San Juan, Rio Arriba, Valencia and Socorro Counties. The District also works closely with local and tribal governments.



Billy Moore
Commissioner, District 6



Larry Maynard
District 6 Engineer

FY 19 BUDGET

Budget Responsibility

- Operating Budget: \$16,575,900
- Ongoing Construction Contracts: \$168,702,682.35
- Contract Maintenance: \$6,167,900
- Field Supplies: \$5,879,800
- Striping and Signing: \$1,119,900
- Rest Area Improvements: \$107,900
- Rest Area Maintenance: \$242,000

Employee Breakdown

- Support Staff: 39 positions
- Maintenance: 140 positions
- Construction: 47 positions
- Engineering Support: 14 positions

Total: 240 positions

NMDOT D-6 ROADWAYS

Route	From	To	Lane Miles
NM 4	San Ysidro	Los Alamos County Line	93
NM 6	I-40, Exit 126	SE of the Cibola/Valencia County Line	36
NM 12	Jct. US 180/NM 12	Datil	148
NM 32	Apache Creek	Quemado	82
NM 36	Quemado	Jct. NM 53/NM 36	144
NM 53	Arizona State Line	Grants	172
NM 96	US 550 at Cuba	Regina	18
NM 103	Jct. NM 32/NM 103	Quemado Lake	8
NM 117	Jct. NM 117/NM 36	Grants	132
NM 118	Arizona State Line	Iyanbito	102
NM 122	Continental Divide	Grants (Exit 85)	106
NM 124	Jct. NM 117/NM 124 (Skyway)	Laguna	52
NM 126	Cuba	La Cueva	77
NM 134	Sheep Springs	Crystal	45
NM 197	US 550 at Cuba	Torreon	61
NM 264	Arizona State Line	Yah-ta-Hey	65
NM 279	NM 124 at Laguna	Seboyeta	27
NM 290	NM 4	Ponderosa	16
NM 371	I-40 at Thoreau	Lake Valley	61
NM 400	Jct. NM 118/NM 400	McGaffey	21
NM 412	I-40 at Prewitt	Bluewater Lake	12
NM 435	Reserve	Lower San Francisco Plaza	10
NM 485	NM 4	Gilman	8
NM 509	Jct. NM 509/NM 605 (Jay's)	Whitehorse	71
NM 537	US 550	Rio Arriba County Line	10
NM 547	Grants	Mt. Taylor	26
NM 564	Jct. NM 118/NM 564	Jct. NM 602/NM 564	13
NM 566	Church Rock	End of Pavement	23
NM 568	Jct. NM 122/NM 568 (West of Milan)	NMDOT Maintenance Yard (Milan)	2
NM 601	Quemado	Cibola/Catron County Line (Dirt Road)	54
NM 602	Jct. NM 53/NM 602	Gallup	64
NM 603	Pie Town	NM 36 (Dirt Road)	46
NM 605	Milan	San Mateo	44
NM 606	Jct. NM 122 (West of Grants)	End of Pavement (Bluewater)	2
NM 608	9 th Street (Gallup)	9 th Street (Gallup)	8
NM 609	Maloney Street (Gallup)	Maloney Street (Gallup)	10
NM 610	2 nd Street (Gallup)	2 nd Street (Gallup)	8
NM 612	I-40 at Thoreau	Bluewater Lake	26
NM 615	Horizon Boulevard (Milan)	Horizon Boulevard (Milan)	3
US 60	Arizona State Line	VLA (Very Large Array)	186
US 180	Arizona State Line	Alma	95
US 491	I-40 at Gallup	Little Water	271
US 550	North of Bernalillo	North of San Ysidro	376
Other Routes	Frontage Roads/Interchanges	Frontage Roads/Interchanges	56
I-40	Arizona State Line	To'hajiilee	528

TOTAL LANE MILES 3,418

Maintenance Challenges

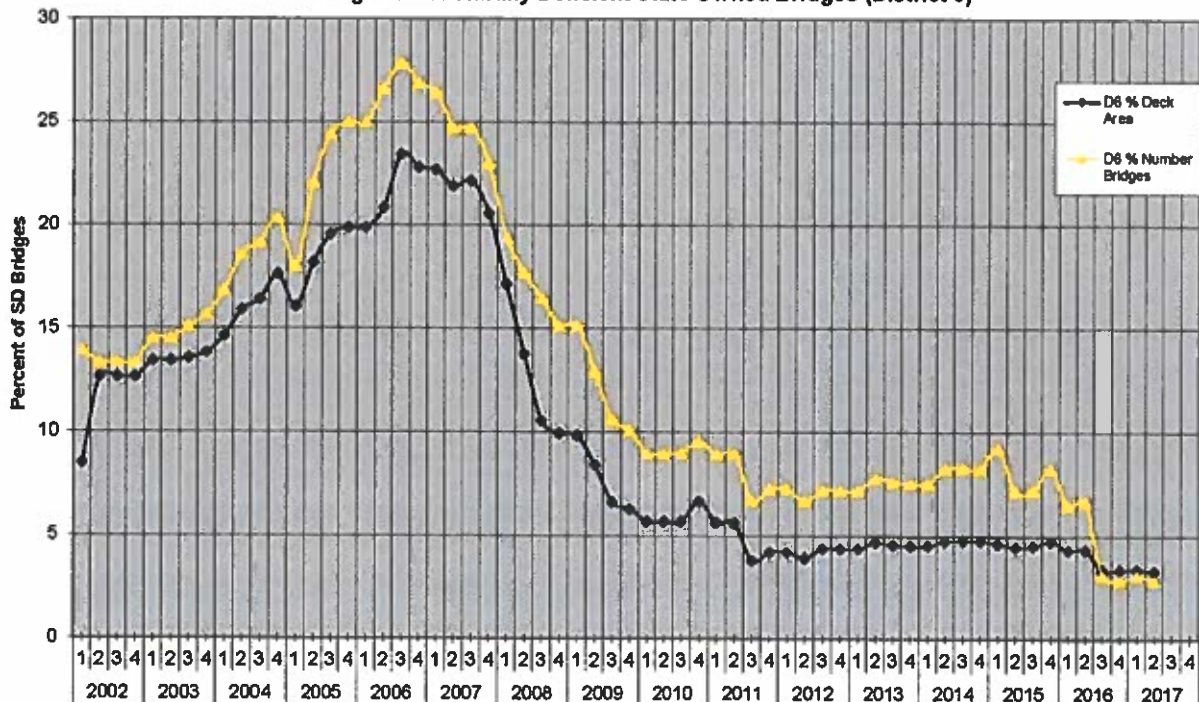
- **Maintenance of I-40:** The challenge for District Six is to maintain I-40 for the traveling public and freight hauling at a high level of service. There are between 10,000 and 15,000 heavy trucks utilizing this roadway daily, along with an equal amount of automobiles. The District maintains 528 lane miles of interstate.
- **Snow Removal Operations:** The District is centered along the Continental Divide. This brings heavy winter storms, which require snow removal operations, and takes its toll on personnel, equipment and supplies.
- **Maintenance of Secondary Roads:** Along with maintaining I-40 and its inherent heavy traffic volumes, the District maintains 2,890 lane miles of secondary roads in McKinley, Cibola, Catron, Sandoval and portions of San Juan, Rio Arriba, Valencia and Socorro counties.
- **Urban Growth in a Rural District:** The Municipality of Gallup is growing continuously and development has exceeded the infrastructure, congestion and limited access are the result.



Maintenance Activities FY 18		
Emergency Repairs/Clean-up	3,443.0 man hours	\$ 196,813.19 (District Wide)
Snow & Ice Removal	75,611.56 pass miles	\$ 1,666,114.30
Erosion Repair	5,904.01 cubic yards	\$ 480,937.02 (District Wide)
Pothole Patching	479.70 cubic yards	\$ 449,681.91
Blade Patching	7,517.20 cubic yards	\$ 1,400,019.34
Fog Sealing	244.80 lane miles	\$ 453,553.56
Chip Seal	137.53 lane miles	\$ 1,615,584.26
Bituminous Paving/Milling	15.94 lane miles	\$ 1,466,417.89
Drainage Structure Cleaning	1,541.0 cubic yards	\$ 61,389.48
Mowing	5,192.77 pass miles	\$ 385,361.56
Litter Pick-up	7,161.0 man hours	\$ 257,299.33
Graffiti Removal	339.65 square feet	\$ 1,881.63
Guardrail Install/Replace	3,409.0 linear feet	\$142,718.47
Fence Maintenance	10,034.75 man hours	\$ 282,303.04



Percentage of Structurally Deficient State Owned Bridges (District 6)



BRIDGE PROJECTS

Projects Under Construction			
Scope of Work	Location	Bridge Cost	Total Project Cost
Roadway Reconstruction, I-40 and NM 122 Interchange	I-40, Exit 47	\$1,220,160.00	6,950,000.00
Bridge Replacement & Roadway & Ramp Reconstruction	I-40, Exit 96/NM 124	\$1,636,404.43	\$12,485,701.53
Roadway Reconstruction & Bridge Replacement	NM 6, MP 0.272-18.475	\$1,383,945.00	\$30,929,334.80
Bridge & Roadway Rehabilitation	I-40 Exit 79	\$1,303,812.00	\$3,130,971.00
Bridge Replacement & Roadway Reconstruction	NM 602, MP 24.069-24.296	\$1,674,648.00	\$3,902,015.00
Bridge Rehabilitation & Roadway Reconstruction	I-40, MP 37.600-42.800	\$1,524,965.00	\$17,200,000.00
Projects Completed In FY 2018			
Scope of Work	Location	Bridge Cost	Total Project Cost
Bridge Replacement	NM 4, MP 17.538-18.319	\$1,010,510.00	\$2,149,915.53
FY 2019 STIP			
Scope of Work	Location		Total Estimated Project Cost
Bridge Rehabilitation	NM 53 MP 85.8		\$2,768,483
Bridge Rehabilitation	I-40 M.P 35		\$1,550,000
Bridge Replacement and Interchange Reconstruction	I-40 Exit 44		\$13,000,000
Bridge Replacement	I-40 MP 4.9		\$16,000,000



CONSTRUCTION ACTIVITIES AND ACCOMPLISHMENTS

Ongoing Projects	Total Project Cost	Completed Projects	Total Project Cost
Roadway Reconstruction, I-40 and NM 122 Intersection	\$6,950,000.00	Roadway, New Construction on US 491, South of Sheep Springs	\$13,549,658.90
Roadway New Construction on US 491 in McKinley County	\$73,645,000.00	Bridge Replacement on NM 4 in Sandoval County	\$2,149,915.53
Roadway Reconstruction on NM 564 in McKinley County	\$2,612,857.00	Sign Replacement on NM 566 & NM 400 in McKinley County	\$73,213.50
Bridge Replacement & Roadway & Ramp Reconstruction on I-40/NM 124 in Cibola County	\$12,485,701.53		
Roadway Reconstruction & Bridge Replacement on NM 6 in Cibola & Valencia County	\$30,929,334.80		
Bridge & Roadway Rehabilitation on I-40 in Cibola County	\$3,130,971.00		
Bridge Replacement & Roadway Reconstruction on NM 602 in McKinley County	\$3,902,015.00		
Signalization, Lighting & Roadway Reconstruction on NM 608/W. Jefferson in McKinley County	\$418,564.00		
Roadway Rehabilitation on NM 117 in Cibola County	\$2,146,024.50		
Bridge Rehabilitation & Roadway Reconstruction on I-40 in McKinley County	\$17,200,000.00		

PROJECTS IN THE ENGINEERING & DEVELOPMENT STAGE (FY 2018 – FY 2021)

Description/Termini	Funded Amount	Description/Termini	Funded Amount
I-40, MP 120.3 – Bridge Preventive Maintenance Project	\$5,855,000	I-40, MP 8.25 – 16.88 – Guardrail Project	\$2,300,000
I-40, MP 39.8 – 42.5 – (Phase I) Interchange Reconstruction + EB Lanes	\$7,162,043	I-40, MP 116.4 – 131.20 – Guardrail Project	\$1,935,000
I-40, MP 39.8 – 42.5 – (Phase II & III) Interchange Reconstruction + WB Lanes	\$16,000,000	I-40, MP 104.8 – 116.2 – Guardrail Project	\$2,730,000
NM 4, MP 18.72 – Bridge Replacement	\$5,918,999	NM 612, MP 8.4 – 10.6 – Replace Existing CMP Crossings	\$2,607,608
NM 12, MP 6.9 – 7.1 – New Turnout Installation Nash, Reserve, NM (ROW)	\$20,000	I-40, MP 119 – Bridge Preservation	\$1,469,777
US 60, MP 18 – 24 – Pavement Preservation, Full Depth Reclamation (FDR)	\$2,855,070	I-40, MP 22 – Bridge Preservation	\$2,300,000
NM 371, MP 16 – 23 – Nova Chip (Maintenance Project)	\$822,496	I-40, MP 38.0 – 39.9 – (Phase IV) Interchange Reconstruction EB/WB Lanes	\$8,551,816
US 491/US 550, Multiple Locations – Striping (Maintenance Project)	\$190,216	I-40, MP 9.2 – 16.0 – Pavement Preservation	\$9,500,000
US 491 MP 62 – 67 – Full Depth Reclamation (FDR)	\$11,600,000	NM 53, MP 16 – 17 – Drainage Remediation	\$1,592,750
I-40, MP 58 – 60 Roadway Reconstruction	\$8,551,816	NM 53, MP 85.8 & 85.6 – Bridge Preventive Maintenance	\$2,768,483
NM 566, MP 0.2 – Bridge Rehabilitation	\$7,373,616	US 550, MP 64.62 – Bridge Preventive Maintenance	\$900,000
NM 124, MP 25.47 – Bridge Preventive Maintenance Project	\$2,086,963	NM 371, MP 14.5 – 15.5 – Drainage Erosion Mitigation	\$1,020,600
I-40, MP 35 – Bridge Preventive Maintenance Project	\$1,550,000	NM 118, MP 18 – 19 – Arnold Intersection Drainage Repair	\$884,943
I-40, MP 44 – Bridge Replacement, Interchange Reconstruction	\$13,000,000	Various Locations, Stockpile Aggregates	\$2,000,000
I-40, MP 4.4 – 5.4 – Bridge Replacement	\$16,000,000	Guardrail Projects, Design Funding	\$677,000
Bridge Preventative Maintenance, Design Funding	\$1,800,000	NM 566 Bridge Rehabilitation, Design Funding	\$170,000

CRITICAL NEEDS

Description/Termini	Estimated Project Cost
NM 264, Roadway Reconstruction, East of Gallup (MP 10 – 16), length 6.0 miles	\$12,000,000
I-40, Roadway Reconstruction (MP 18 – 22), length 3.0 miles	\$16,500,000
NM 53 Drainage (MP 18.5 – 19.5), NEW project broken out of CN 6101091	\$2,500,000
NM 118, Design and Construct Drainage Improvements (MP 28 – 37)	\$23,300,000
I-40, Pavement Preservation (MP 108.3 – 114.8)	\$8,400,000
US 60, Pavement Preservation, FDR (MP 18 – 24) (2nd Priority for US 60)	\$4,000,000
Old 66, Suwannee Bridge #0002 Replacement, (just off of NM 6 mp 2.1)	\$12,000,000
I-40, Reconstruction (MP 58 – 60) (3D Model)	\$8,000,000
I-40 Exit 108 Interchange (MP 108)	\$18,000,000
US 491, Roadway Reconstruction (approx. MP 24.5 – 36.9)	\$15,000,000
US 491, Roadway Reconstruction (approx. MP 60.65 – 67.7)	\$12,000,000

