



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

State Road Fund Funding: Past, Present and Future

Ricky Serna, Secretary
Mallery Manzanares, ASD Director
Michael Morrison, Chief Economist

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Department of Transportation by the Numbers

Agency Vision Statement:

Set the standard for a safe, reliable, and efficient transportation system.

Mission Statement

Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.

- More than 2,500 employees
 - Vacancy Rate: 14.8%
 - \$256M annual costs
- Budget for FY 25 at \$1.3 billion
- 77 active projects totaling approx. \$1.4 billion
- 31 rest areas
- 82 patrols
- 11,873 centerline miles of highway infrastructure statewide
- 34 construction crews
- 28 construction offices

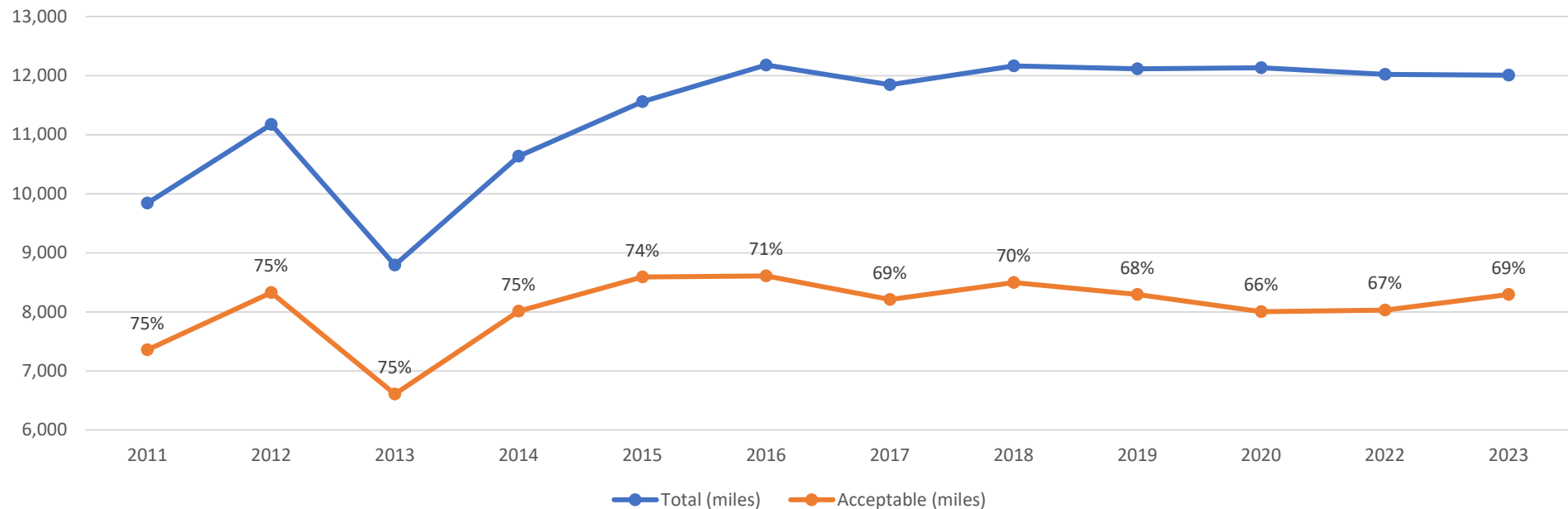
Current State of Infrastructure & Funding Needs

NM Road Conditions



- ❖ **\$5.6 billion** in needed but unfunded transportation projects
- ❖ The percentage of acceptable roads in New Mexico has decreased from **75% in 2011** to **69% in 2023**
- ❖ IHS Markit study found highway and bridge improvement multiplier of 3.4
 - ❖ Every \$1 of highway and bridge improvement spending leads to \$3.40 increased output

Total vs Acceptable Roads, NM



Average Cost to New Mexicans



- ❖ 2025 New Mexico TRIP report, found that New Mexico’s deteriorated roads cost New Mexicans **\$3.6 billion annually** (\$1.6 billion in vehicle operating costs (VOC); \$829 million in safety costs; and \$1.2 billion in congestion costs)
- ❖ Average Cost of deteriorated roads:

Location	VOC	Safety	Congestion	Total
Albuquerque	\$1,083	\$670	\$1,249	\$3,002
Las Cruces	\$1,160	\$402	\$467	\$2,029
Santa Fe	\$909	\$596	\$782	\$2,287
All of New Mexico	\$914	\$474	\$686	\$2,074

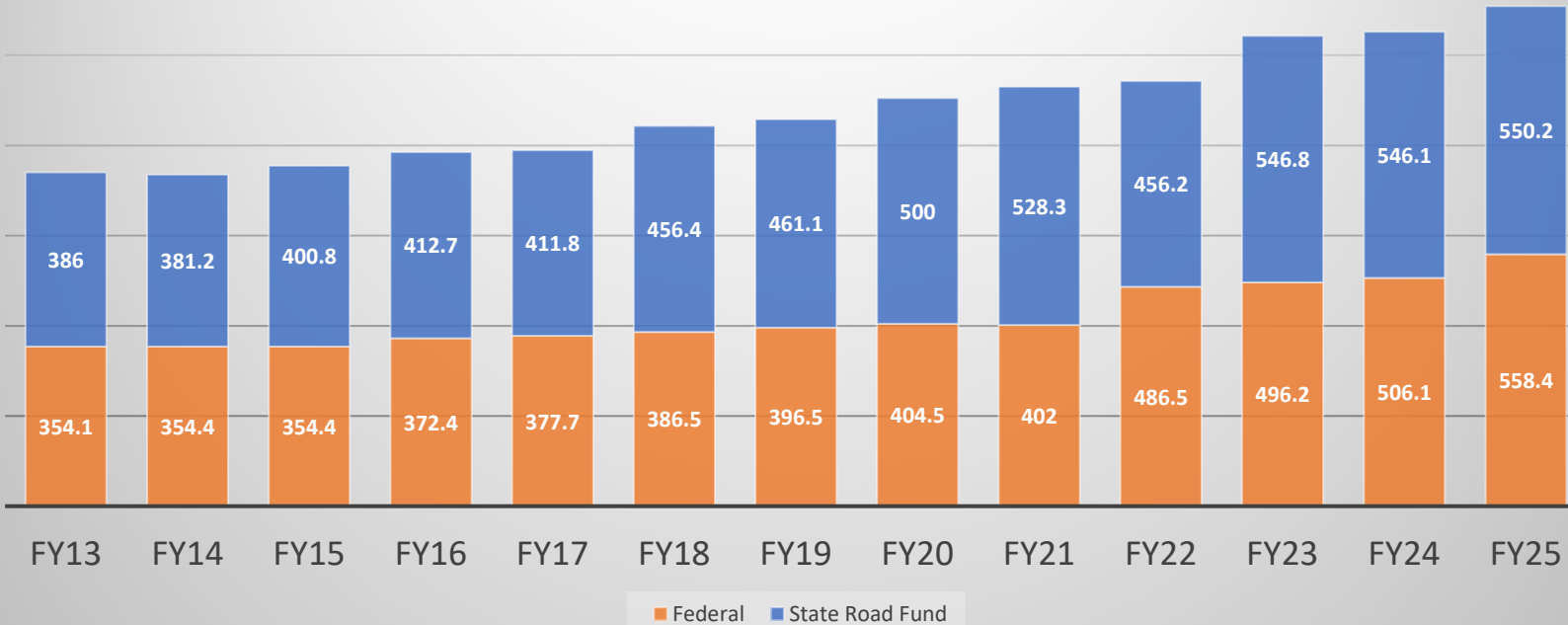
- ❖ On average, New Mexicans pay over \$2 thousand annually due to deteriorated roads.

Where the Money Comes From & How It's Changing

Operating Budget – State and Federal



Op Bud Revenue FY13 - FY25
(in millions)



NMDOT’s operating budget is the sum of state tax distributions and federal apportionments

NMDOT’s operating budget for FY25 was about **\$1.3B**

Federal Funding - Overview

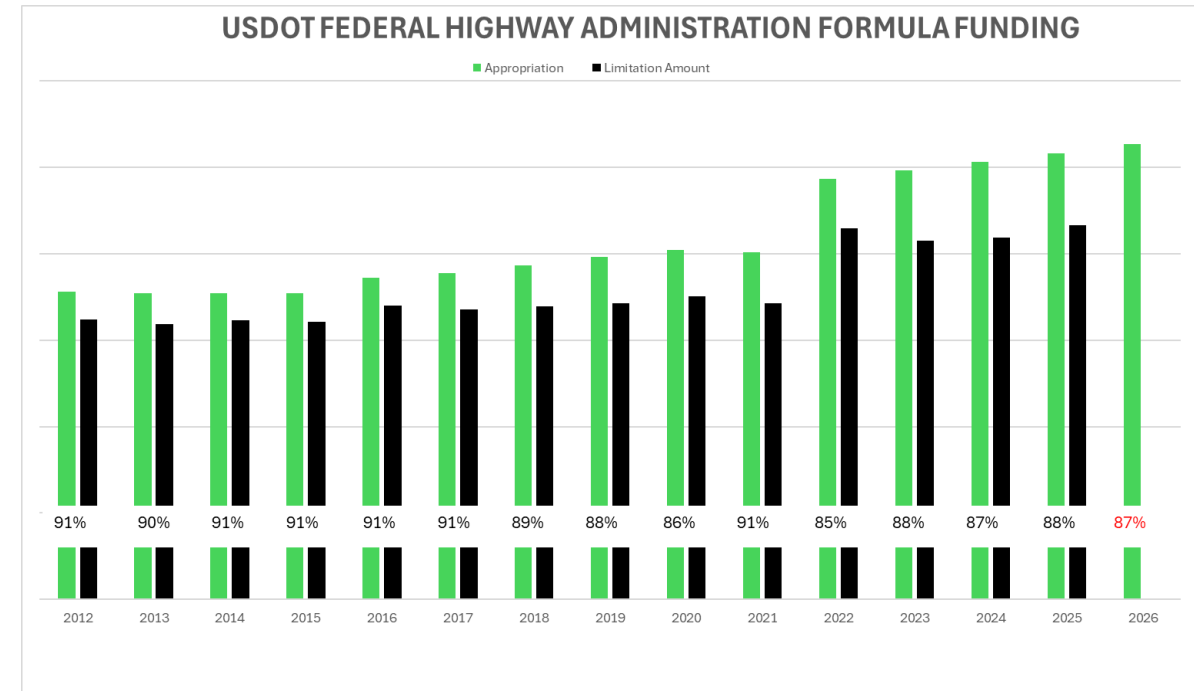


- ❖ Federal transportation programs reauthorized on a four-year cycle;
- ❖ Infrastructure Investment and Jobs Act reauthorized transportation funding for federal fiscal years 2022-2026
 - ❖ Authorization for \$1.2 trillion in federal spending over 5 year, but not all programs flow through to states.
- ❖ Majority of federal funding comes through formula grants
 - ❖ Formula funds dependent on non-federal match, generally 15 to 20 percent
 - ❖ Opportunity for additional funding through competitive grants

Federal Funding – Past, Present, Future



BILL	YEAR	Appropriation	Limitation Amount	Obligation Limit
MAP-21	2012	\$355,764,458.00	\$323,523,257.00	91%
MAP-21	2013	\$354,145,060.00	\$318,311,999.00	90%
MAP-21	2014	\$354,439,590.00	\$322,855,350.00	91%
MAP-21	2015	\$354,439,590.00	\$320,796,340.00	91%
FAST ACT	2016	\$372,498,916.00	\$340,020,446.00	91%
FAST ACT	2017	\$377,737,782.00	\$335,484,508.00	89%
FAST ACT	2018	\$386,545,823.00	\$339,532,375.00	88%
FAST ACT	2019	\$396,589,381.00	\$342,265,520.00	86%
FAST ACT	2020	\$404,542,676.00	\$351,089,803.00	91%
FAST ACT	2021	\$402,013,746.00	\$342,567,149.00	85%
BIL	2022	\$486,501,632.00	\$429,593,136.00	88%
BIL	2023	\$496,232,332.00	\$415,539,807.00	88%
BIL	2024	\$506,157,647.00	\$418,775,048.00	87%
BIL	2025	\$516,281,467.00	\$432,979,502.00	88%
BIL	2026	\$526,607,096.34	TBD	87%



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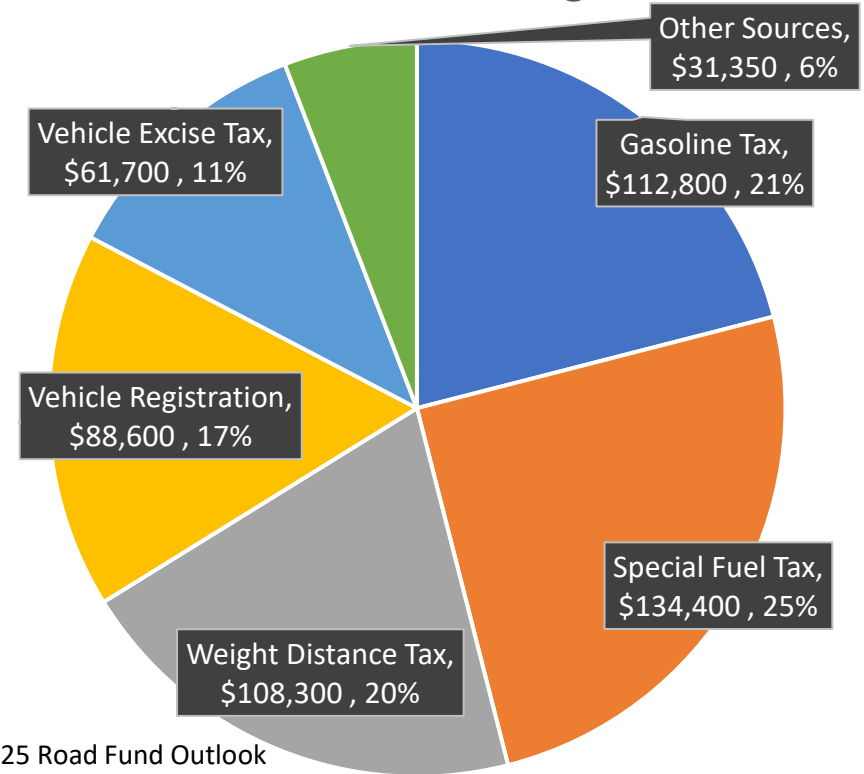
State Road Fund Funding Overview



- ❖ NMDOT receives funding from 2 main sources, the Federal Government and the State Road Fund.
 - ❖ In FY 25 the Department received about **\$558.4** million in Federal Funding
- ❖ In FY 25 the State Road Fund received about **\$537.2** million in revenue from several state tax programs

- ❖ Gasoline Tax
- ❖ Special Fuel Tax
- ❖ Weight Distance Tax
- ❖ Vehicle Registration
- ❖ Motor Vehicle Excise Tax
- ❖ And other sources

State Road Fund Recurring Revenues



*Based on NMDOT's July 2025 Road Fund Outlook

One-Time Appropriations (GF/ARPA) 2019 – 2024



Between 2019 and 2024, NMDOT has received \$2.1B in non-recurring appropriations. To date, we have spent or obligated 97% of those allocations.

The agency received an additional \$189.5M in 2025 which became available July 1 of this year.

Appropriation Focus	Allocated	Expended	Obligated	Remaining
Maintenance	\$425,000,000.00	\$356,527,312.70	\$54,379,297.58	\$14,093,389.72
Construction	\$1,312,000,000.00	\$862,592,359.77	\$410,597,128.87	\$38,810,511.36
Transportation Project Fund	\$231,000,000.00	\$231,000,000.00	\$0.00	\$0.00
Aviation	\$99,000,000.00	\$52,663,937.58	\$45,656,384.31	\$679,678.11
Wildlife Corridors	\$12,000,000.00	\$2,245,883.54	\$1,469,811.86	\$8,284,304.60
Litter/Beautification	\$20,000,000.00	\$15,138,872.33	\$4,275,403.45	\$585,724.22
Equipment	\$9,000,000.00	\$9,000,000.00	\$0.00	\$0.00
Ports of Entry	\$7,000,000.00	\$2,271,589.18	\$658,027.61	\$4,070,383.21
Rest Areas	\$20,000,000.00	\$12,204,398.72	\$7,795,601.28	\$0.00
EV Charging Stations	\$10,000,000.00	\$9,632,359.39	\$367,640.61	\$0.00
	\$2,145,000,000.00	\$1,553,276,713.21	\$525,199,295.57	\$66,523,991.22

State Road Fund Short Run Forecast



	FY24	FY25		FY26		FY27	FY26 to FY27		FY28	FY29	FY30
	Actual	Jan-24 Leg. Bud Estimate	Jul-25 Revenue Update	Jan-25 Leg. Bud Estimate	Jul-25 Revenue Update	Jul-25 Bud. Req Estimate	Budget Growth		Jul-25 Long Run Estimate	Jul-25 Long Run Estimate	Jul-25 Long Run Estimate
							\$ Change	% Diff			
<i>(Dollars in thousands)</i>											
Road Fund:											
Road Fund -- Ordinary Revenue:											
1 Gasoline Tax	110,070	114,700	112,800	114,600	114,600	116,200	1,600	1.4%	116,900	117,600	117,600
2 Special Fuel Tax	125,686	134,900	134,400	128,800	136,100	136,800	8,000	6.2%	138,000	141,200	142,600
3 Weight/Distance	104,869	108,700	108,300	114,900	110,400	113,000	(1,900)	-1.7%	116,300	119,900	123,600
4 Vehicle Registration	87,230	87,100	88,600	90,300	87,300	89,100	(1,200)	-1.3%	90,600	92,100	93,600
5 Trip Tax	7,788	8,440	6,470	7,700	6,840	7,200	(500)	-6.5%	7,500	7,900	7,800
6 Driver's License	4,416	4,270	4,820	4,420	4,640	4,640	220	5.0%	4,600	4,700	4,660
7 Oversize/Overweight	8,103	7,230	9,550	7,860	10,070	9,970	2,110	26.8%	10,160	10,260	10,310
8 Public Regulatory Commission Fees (UCR)	3,357	3,300	3,300	3,300	3,300	3,300	-	0.0%	3,300	3,300	3,300
9 MVD Miscellaneous	5,773	5,140	6,080	5,800	5,570	5,770	(30)	-0.5%	5,840	5,810	5,810
10 Vehicle Transaction	1,084	1,110	1,130	1,100	1,100	1,100	-	0.0%	1,100	1,100	1,110
11 Motor Vehicle Excise Tax*	61,253	61,250	61,700	61,370	58,700	62,400	1,030	1.7%	65,000	67,600	69,000
12 Subtotal Ordinary Income	519,629	536,140	537,150	540,150	538,620	549,480	9,330	1.7%	559,300	571,470	579,390
Road Fund -- Extraordinary Income:											
13 All Other (Reimbursements, Asset Sales, etc.)	13,998	3,627	8,300	6,200	8,300	9,200	3,000	48.4%	8,760	9,710	8,850
14 Rail Runner Track Maintenance Fees	2,995	4,230	4,000	4,200	4,200	4,100	(100)	-2.4%	3,900	3,840	4,010
15 Road Fund Interest	12,733	6,170	13,400	11,320	11,000	7,600	(3,720)	-32.9%	7,400	6,900	7,400
16 EV Charging	26	-	25	25	25	25	-	0.0%	25	25	25
17 Subtotal Extraordinary Income	29,752	14,027	25,725	21,745	23,525	20,925	(820)	-3.8%	20,085	20,475	20,285
18 TOTAL (Recurring) ROAD FUND	532,362	550,167	562,875	561,895	562,145	570,405	8,510	1.5%	579,385	591,945	599,675
19 WIPP Settlement (Nonrecurring)	-	-	-	-	-	-	-	-	-	-	-
20 Motor Vehicle Excise Tax to D2 (1% point) in FY20-21	-	-	-	-	-	-	-	-	-	-	-
21 TOTAL ROAD FUND	532,362	550,167	562,875	561,895	562,145	570,405	8,510	1.5%	579,385	591,945	599,675

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

State Road Fund – Fuel Taxes and Registration



- ❖ Gasoline Tax – 17 cents per gallon (7-13-1 NMSA 1978)
 - ❖ Tax on gasoline sold by distributors in NM
 - ❖ ~13 cents per gallon to the SRF
 - ❖ \$112.8 million in FY 25
 - ❖ Last changed in 1996 (lowered 3 cents)

- ❖ Special Fuel (Diesel) Tax – 21 cents per gallon (7-16A-1 NMSA 1978)
 - ❖ Tax on diesel sold by distributors in NM and consumed by heavy trucks in NM (IFTA)
 - ❖ ~19 cents per gallon to the SRF
 - ❖ \$134.4 million in FY 25
 - ❖ Last changed in 2004 (raised 3 cents)

- ❖ Vehicle Registration (66-3-1 & 66-6-1 NMSA 1978)
 - ❖ Annual or bi-annual fee paid for operating a motor vehicle in NM
 - ❖ \$21 - \$172/year
 - ❖ 74.65% to the SRF
 - ❖ \$88.6 million in FY 25
 - ❖ Last changed in 2004 (increased ~35%)

State Road Fund – Vehicle Taxes



- ❖ Weight Distance Tax – varies by weight (7-15A-1 NMSA 1978)
 - ❖ Tax on heavy trucks traveling in NM
 - ❖ Tax rate between
 - ❖ 11.01 mils per mile for 26,001 to 28,000 lbs. and
 - ❖ 43.78 mils per mile for >78,000 lbs.
 - ❖ 100% to the SRF
 - ❖ \$108.3 million in FY 25
 - ❖ Trucks must be enrolled in International Registration Plan
 - ❖ Last changed in 2004 (increased ~38%)

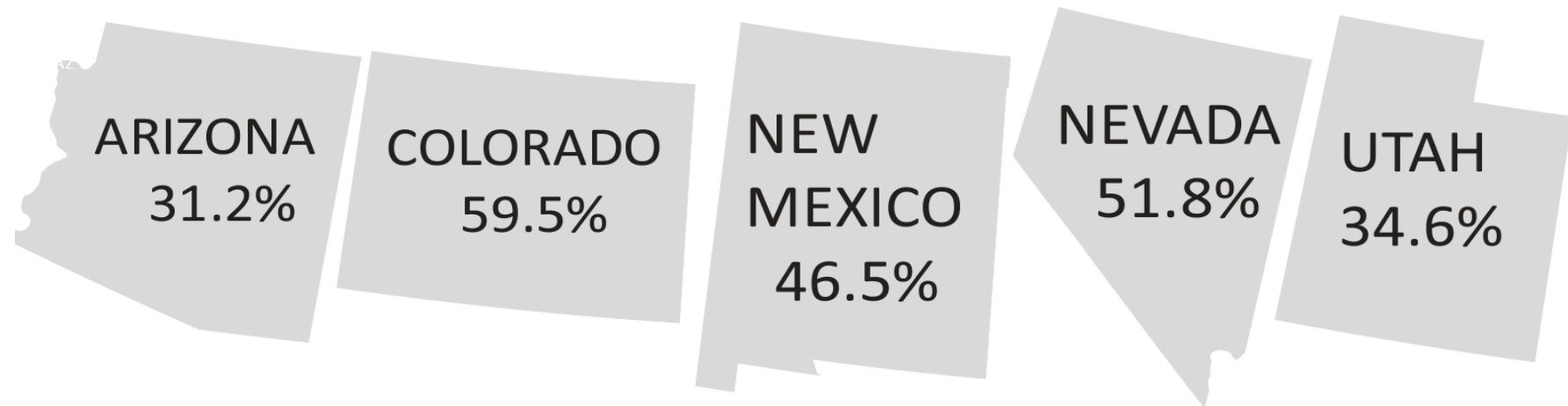
- ❖ Motor Vehicle Excise Tax (7-14-1 NMSA 1978)
 - ❖ 4% tax paid on motor vehicle purchases
 - ❖ 21.86% to the SRF
 - ❖ \$61.7 million in FY 25
 - ❖ Last changed in 2019 (raised rate 1% and reinstated distribution to SRF)

Percentage of Transportation Fund Revenue from Gas Tax (Nationally)



Nationally, Motor Fuel Taxes comprised 41.1% of state transportation revenue in 2016, compared to 37.6% in 2023

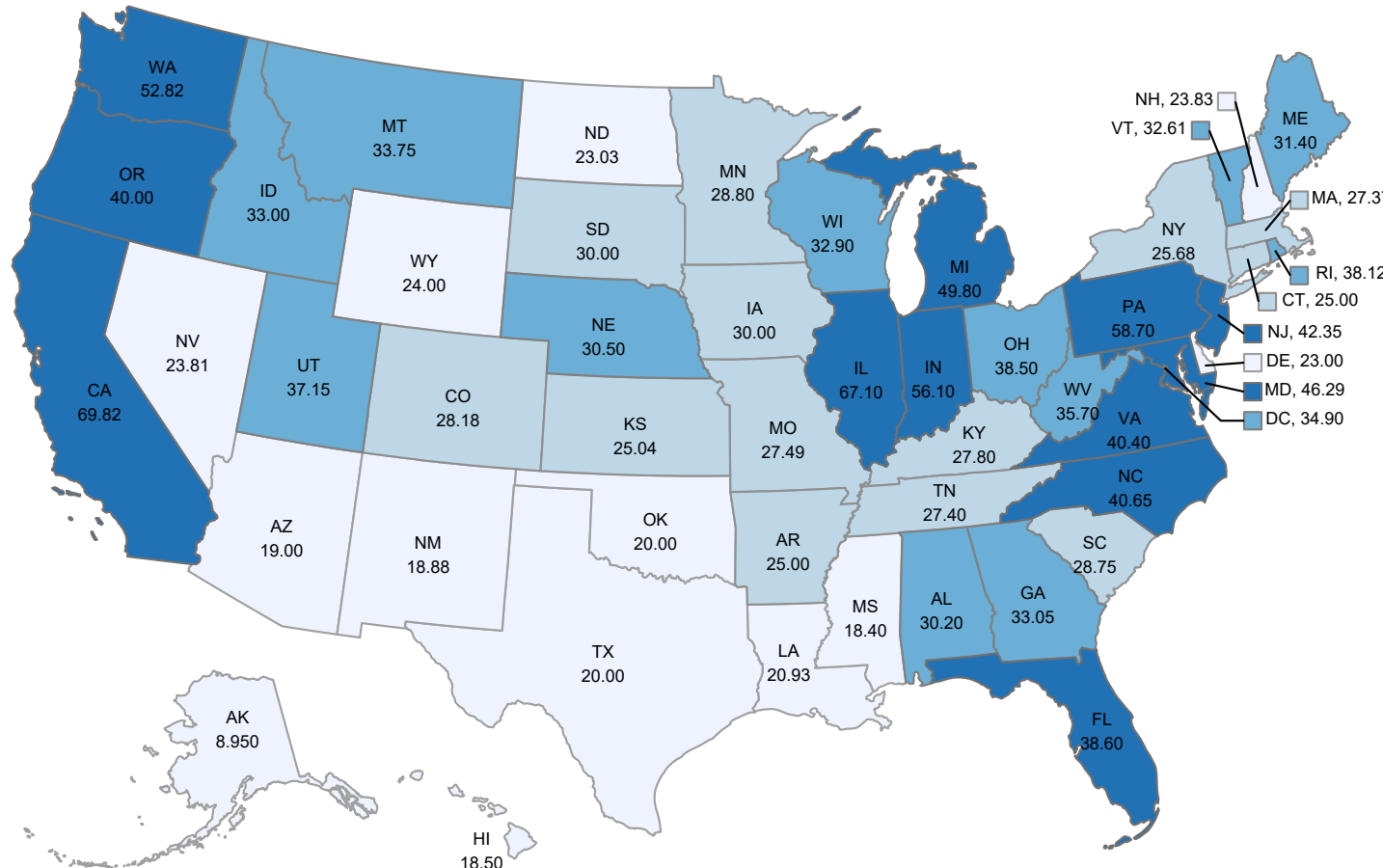
- ❖ License and Registration Fees = 19.7%
- ❖ Other Revenue = 30.1%
- ❖ Vehicle Sales and Use Tax = 11.2%
- ❖ Tolls = 1.4%



Gasoline Taxes by State



Gasoline Motor Fuel Taxes per Gallon as of January 1, 2025



- ❖ New Mexico is the 4th lowest in the nation
- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ Every \$0.01 increase in gasoline tax would result in \$6.8 million new revenue annually

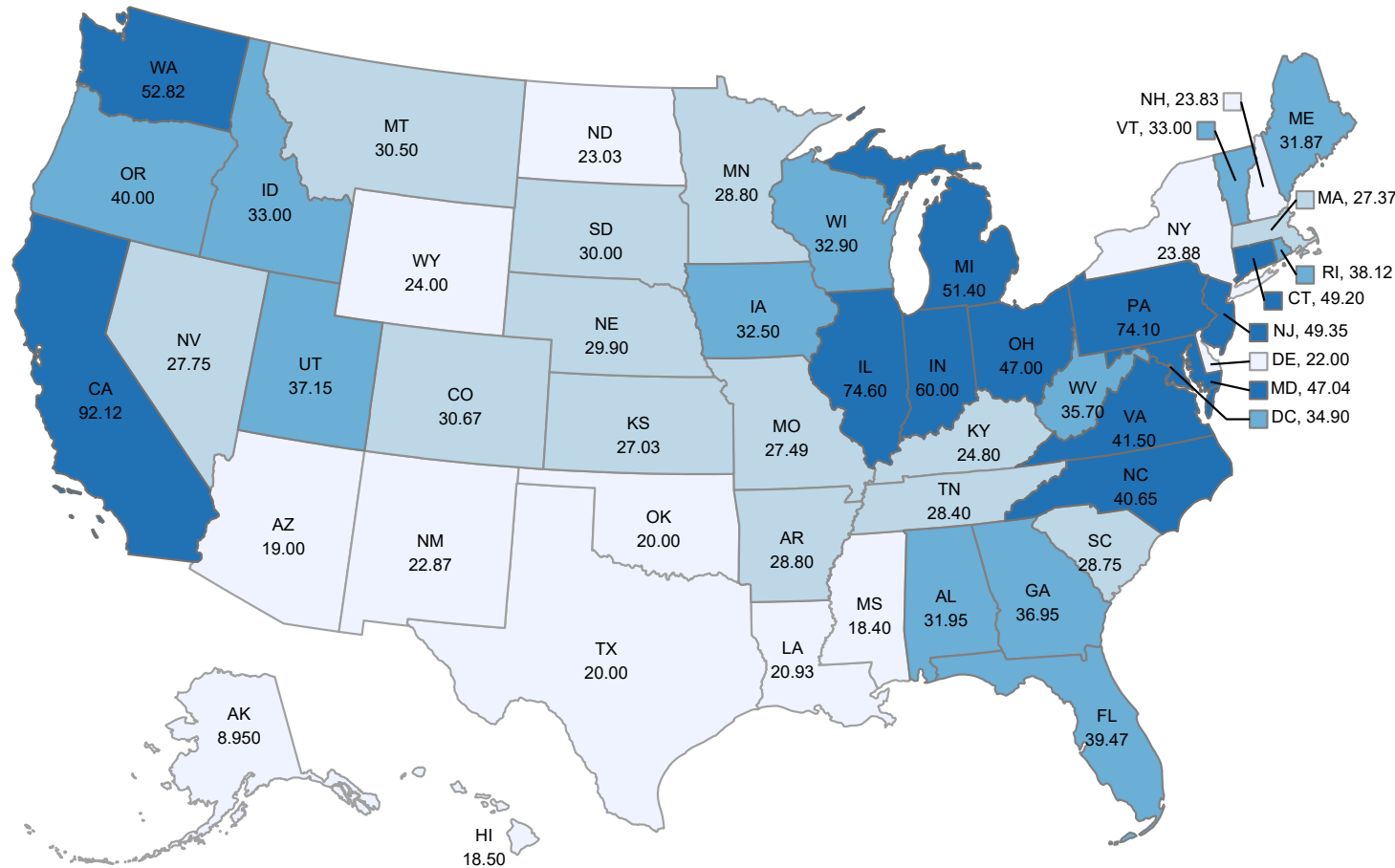
Note: NMDOT's elaboration on Energy Information Administration data

The Federal Excise Tax on Gasoline is 18.4 cents per gallon

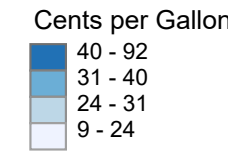
Diesel Taxes by State



Diesel Motor Fuel Taxes per Gallon as of January 1, 2025



- ❖ New Mexico is the 9th lowest in the nation
- ❖ New Mexico is 4th lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ Every \$0.01 increase in diesel tax would result in \$6.6 million new revenue annually



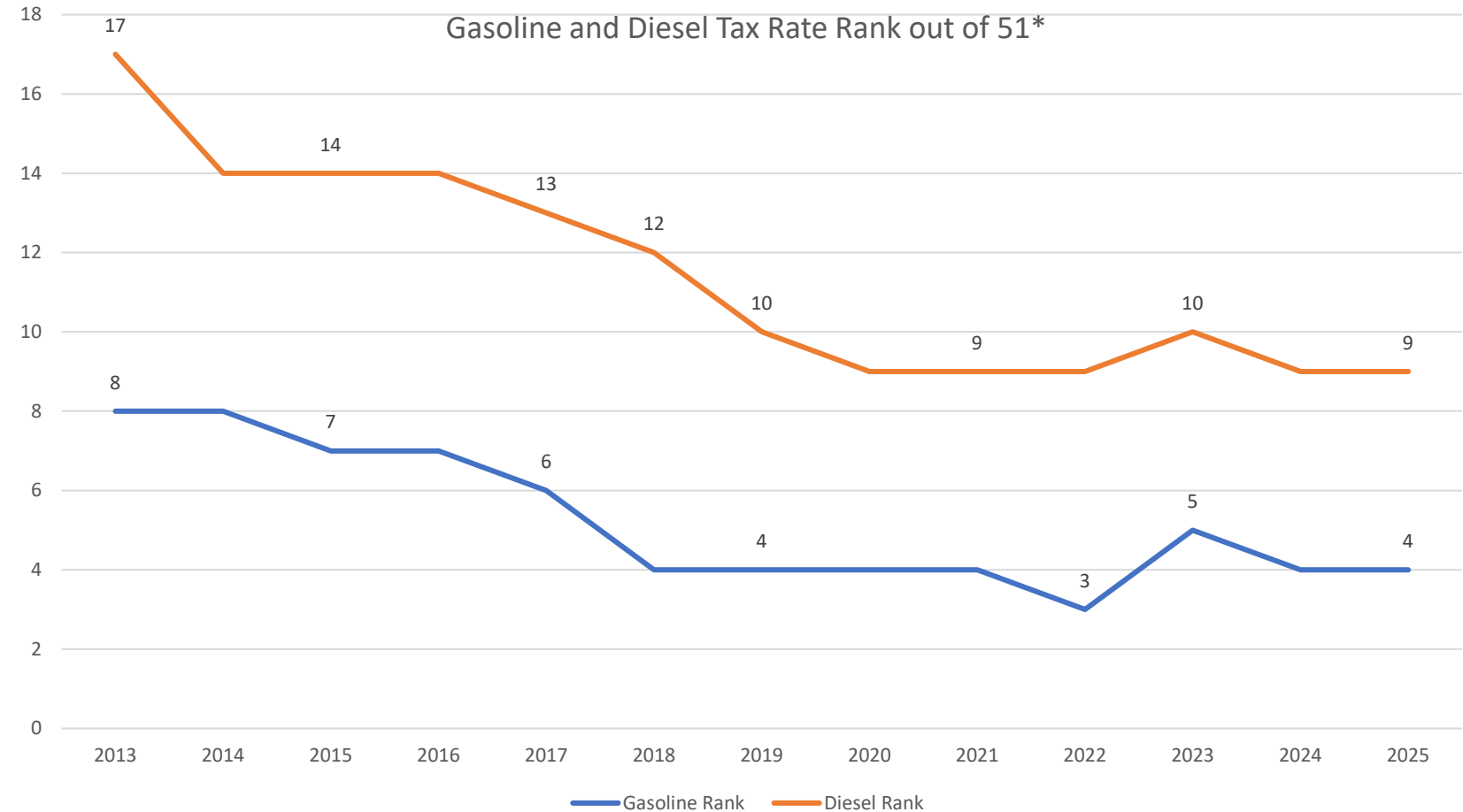
Note: NMDOT's elaboration on Energy Information Administration data

The Federal Excise Tax on Diesel is 24.4 cents per gallon

New Mexico Gasoline and Special Fuel Tax Ranking Over Time



- ❖ New Mexico's motor fuel tax rates are moving towards the lowest in the nation
- ❖ The Gasoline Tax rate has dropped
 - ❖ from 8th to 4th lowest
- ❖ The Diesel Tax Rate has dropped
 - ❖ from 17th to 9th lowest
- ❖ 27 states have gas taxes that automatically adjust
 - ❖ 16 states automatically adjust to inflation



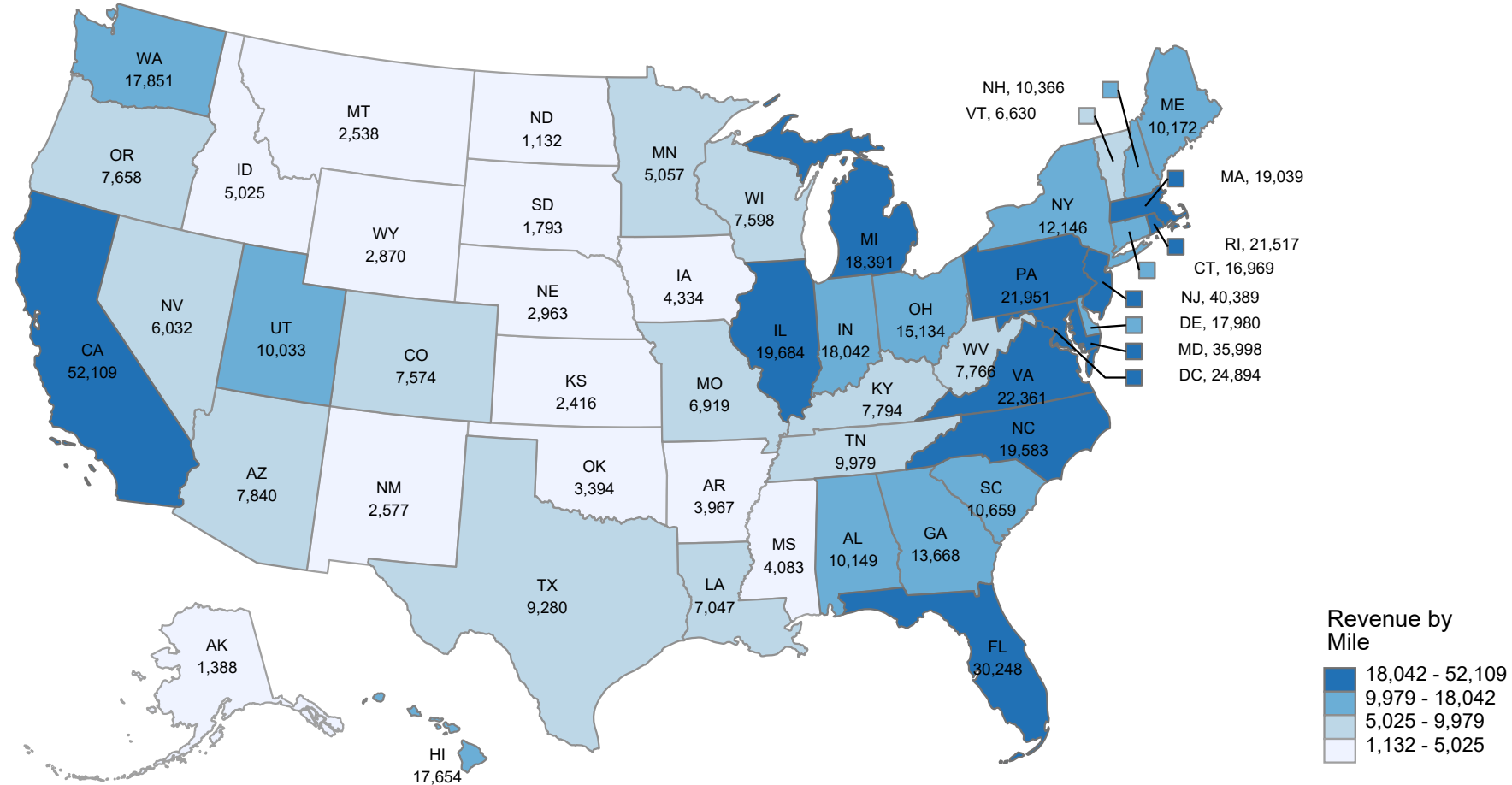
* Out of 50 states and the District of Columbia

Gasoline Revenue per Lane Mile by State



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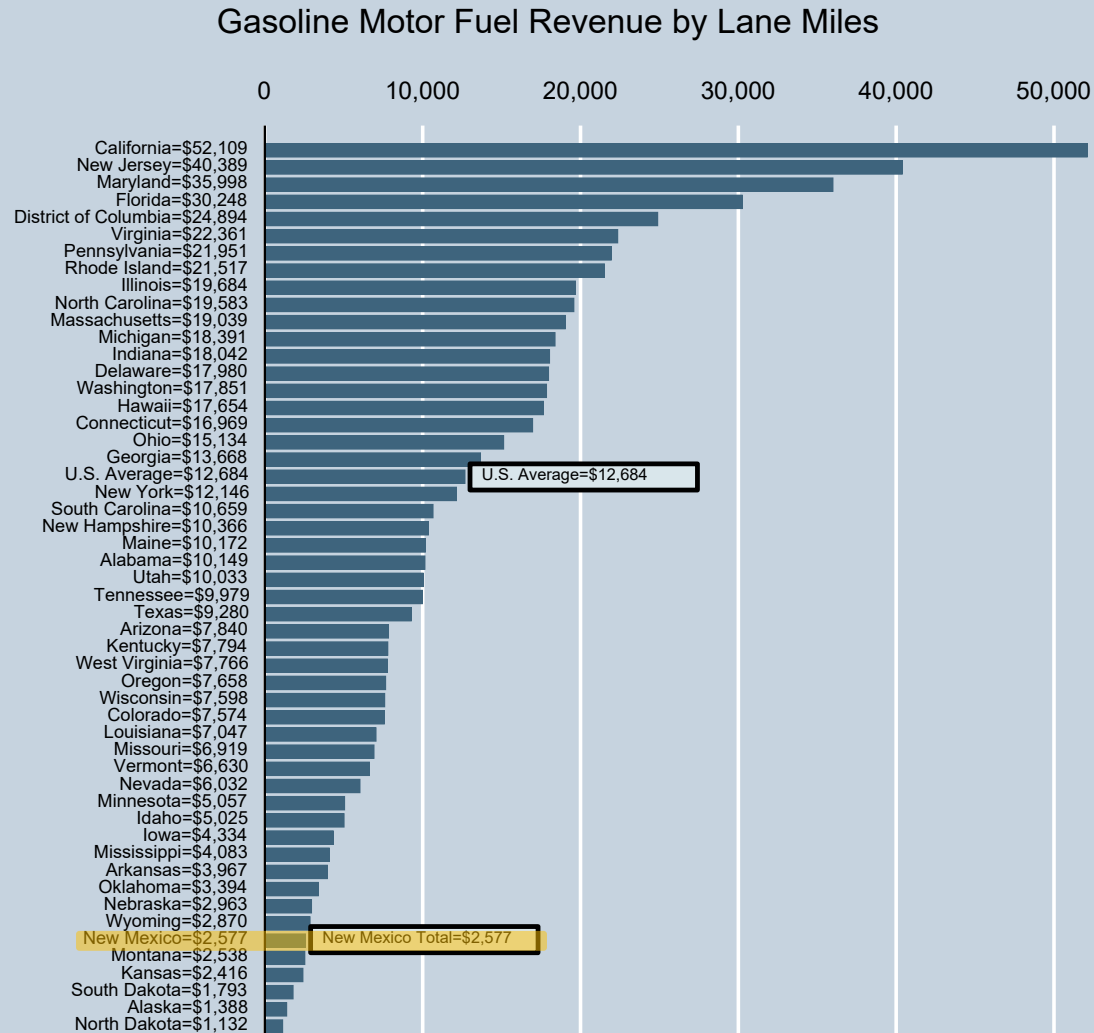
Gasoline Motor Fuel Revenue by Lane Miles



Note: NMDOT's elaboration on Energy Information Administration and Federal Highway Administration data

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As of January 1, 2023

Gasoline Revenue per Lane Mile by State



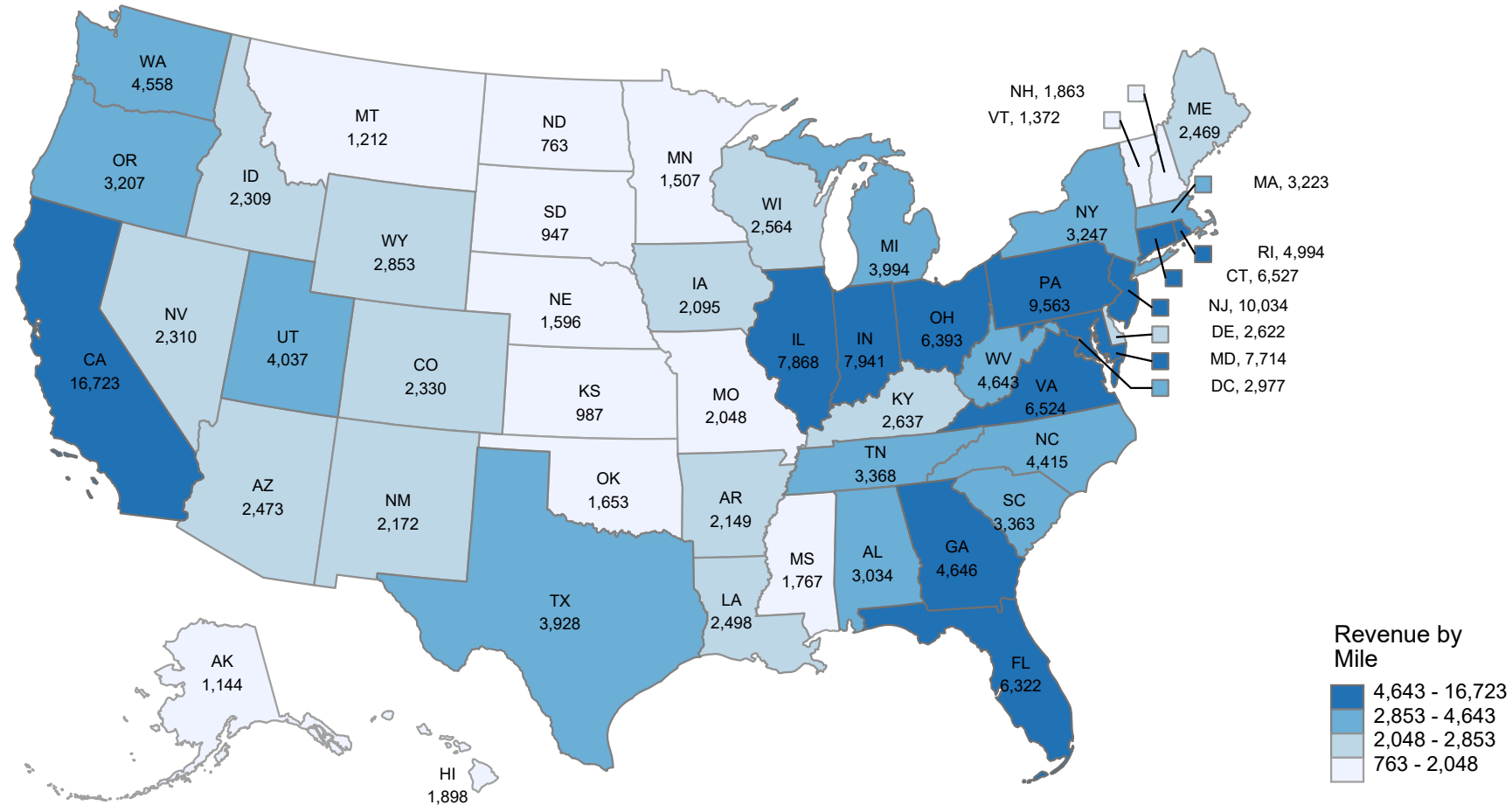
- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 6th lowest in the nation
- ❖ New Mexico's position is driven by:
 - ❖ Low gasoline tax rate
 - ❖ Lower population relative to lane miles

Note: NMDOT's elaboration on USDOT Highway Statistics Series and Energy Information Administration data As of January 1, 2023

Diesel Revenue per Lane Mile by State



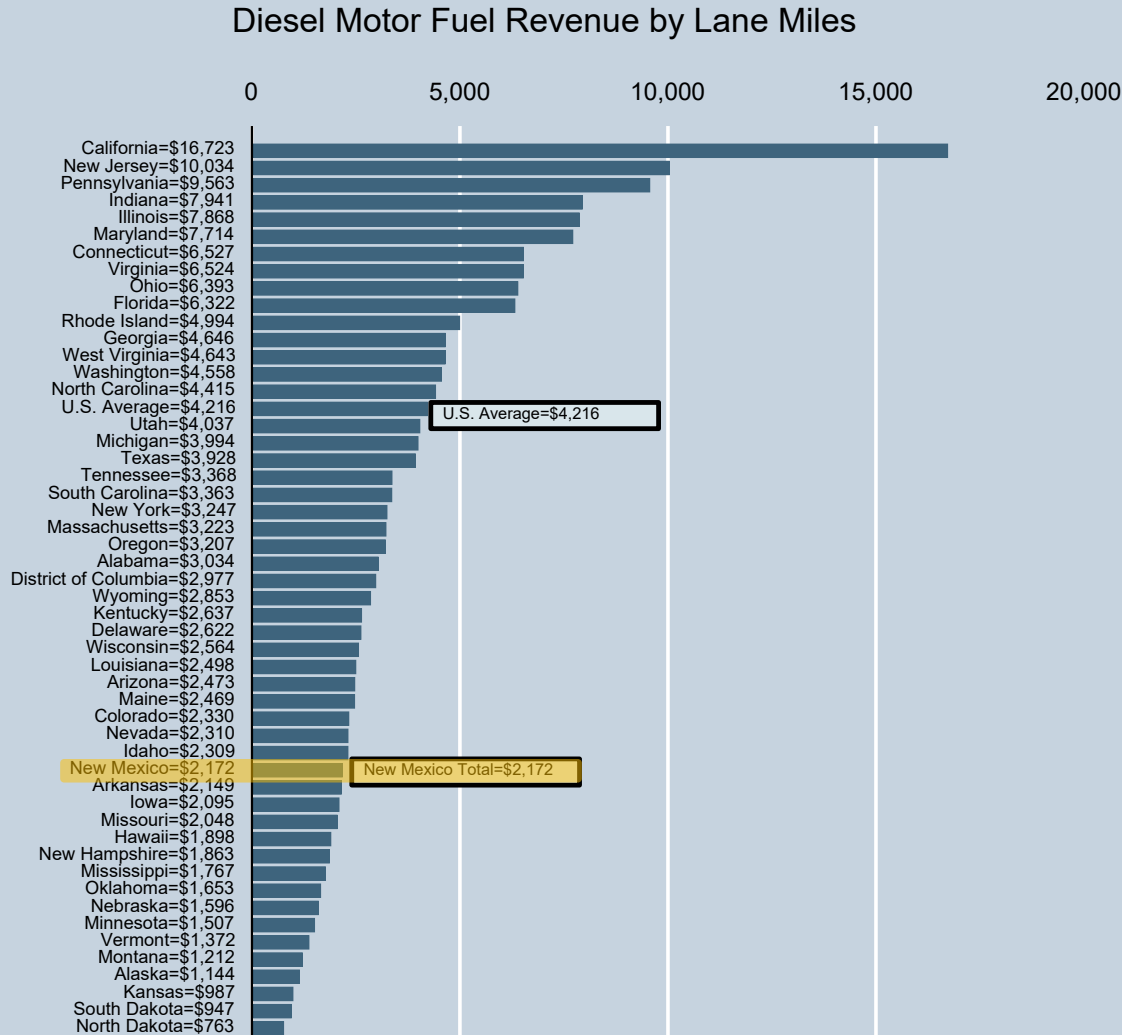
Diesel Motor Fuel Fuel Revenue by Lane Mile



Note: NMDOT's elaboration on Energy Information Administration data

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Diesel Revenue per Lane Mile by State



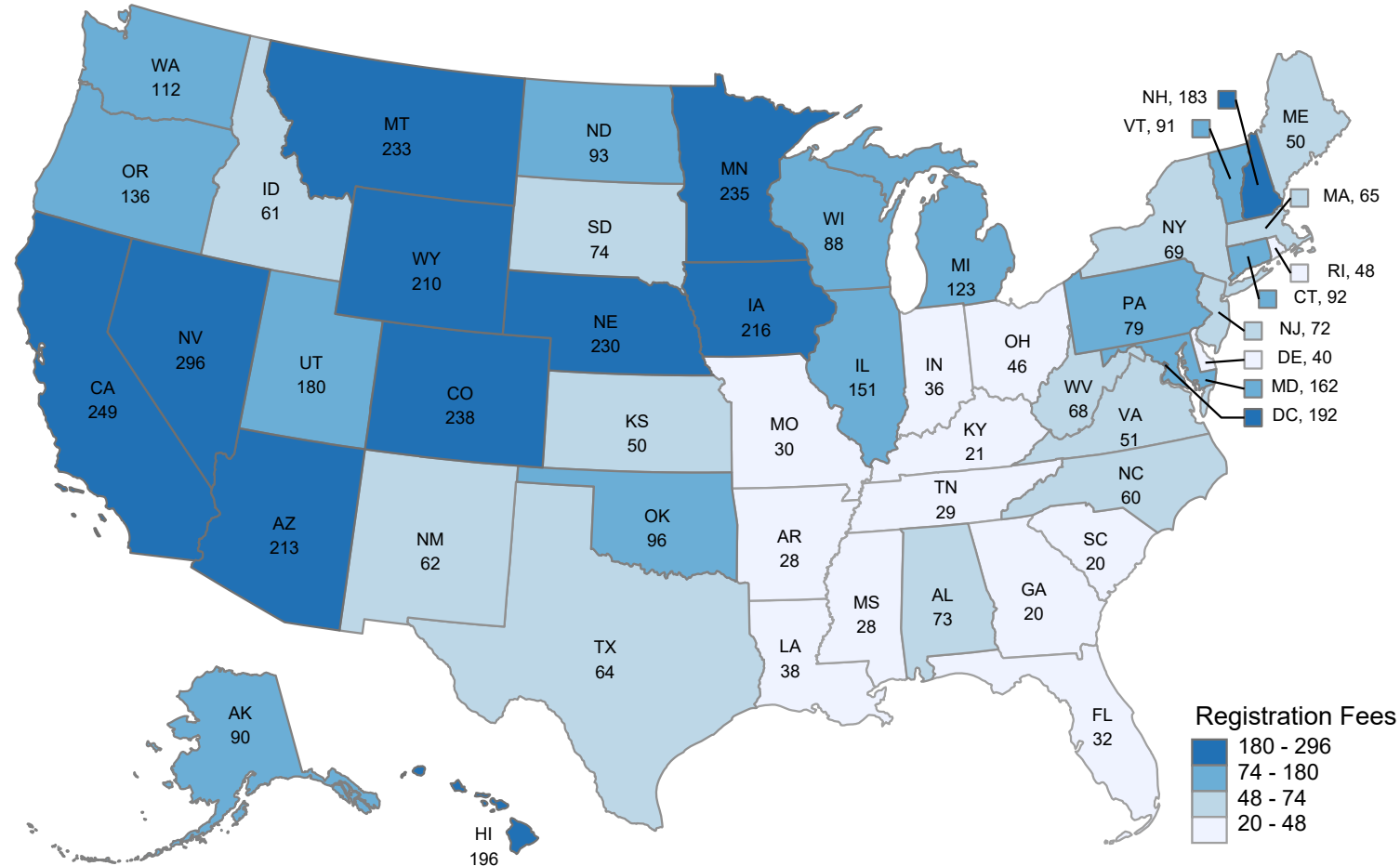
Note: NMDOT's elaboration on USDOT Highway Statistics Series and Energy Information Administration data As of January 1, 2023

- ❖ New Mexico is 2nd lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 16th lowest in the nation
- ❖ Higher revenue is driven by importance of I-40 and I-25 as freight corridors
- ❖ Low Special Fuel (Diesel) Tax rate does pull down revenue

Newer Passenger Vehicle Registration by State



Registration Fees on Newer Passenger Vehicles as of Jan 2025



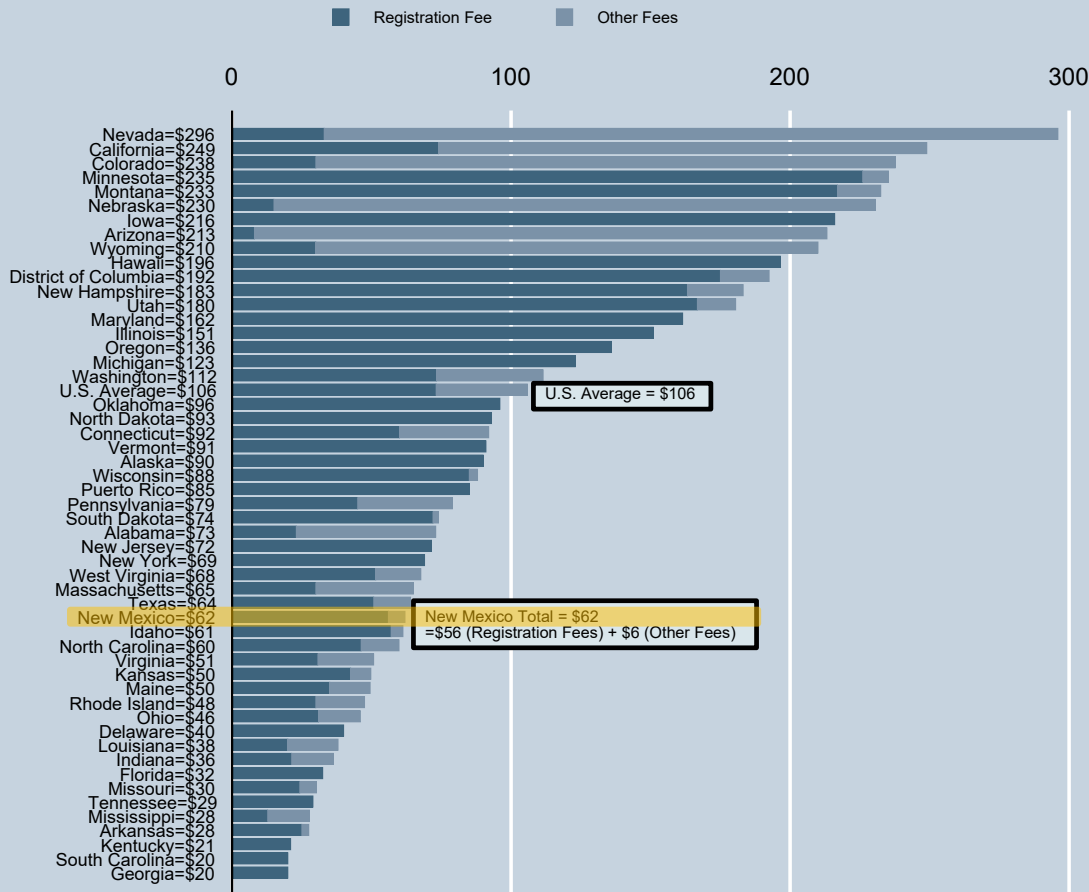
Notes:
 U.S. Average Registration Fees are \$106
 Where applicable, fees are for a 4 years old passenger vehicle, weighing 4,000 lbs, and priced at \$20,000.

NMDOT's elaboration on data from other states' Departments of Transportation

Newer Passenger Vehicle Registration by State



Registration Fees on Newer Passenger Vehicles as of Jan 2025



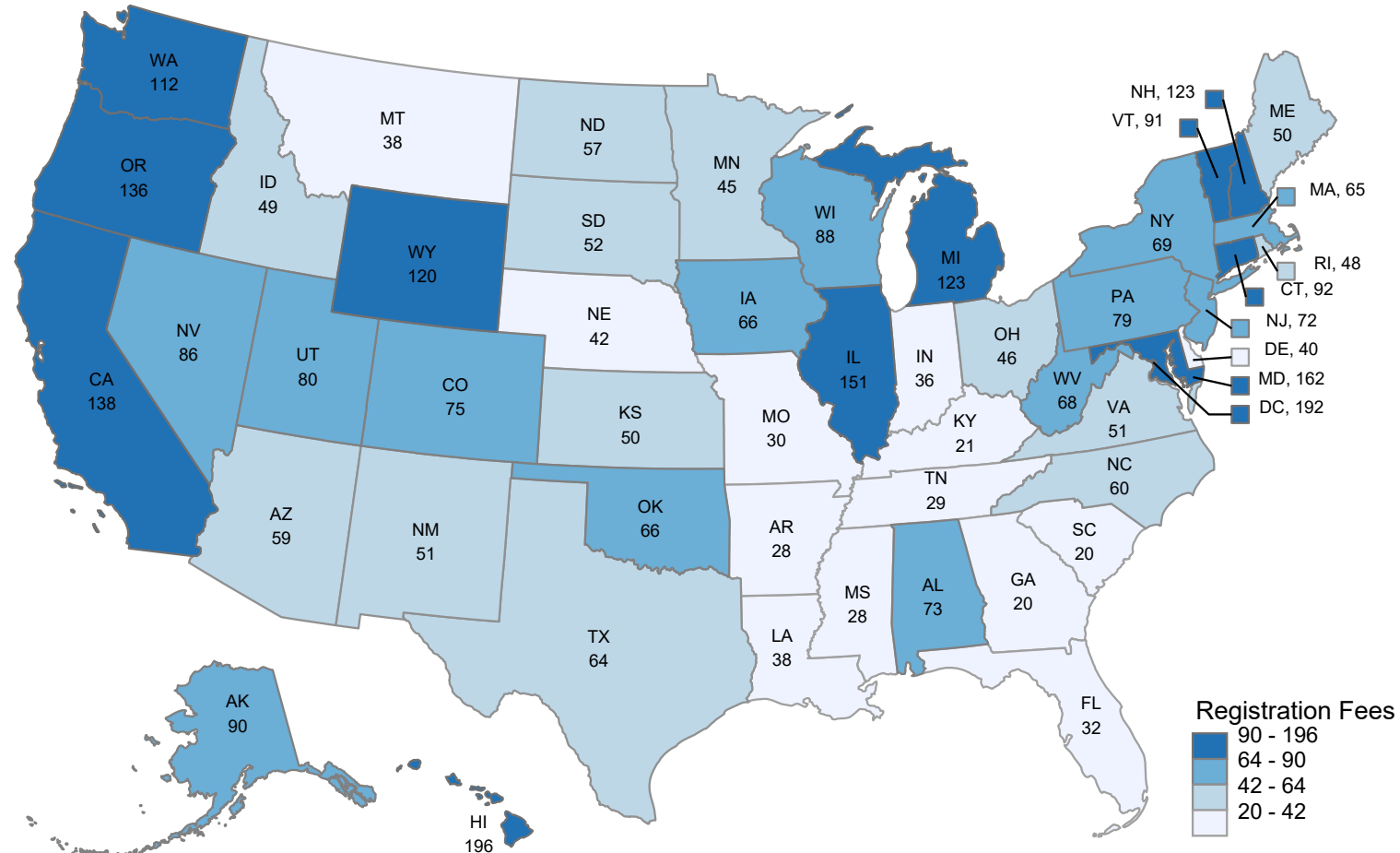
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- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 19th lowest in the nation

Older Passenger Vehicle Registration by State



Registration Fees on Older Passenger Vehicles as of Jan 2025



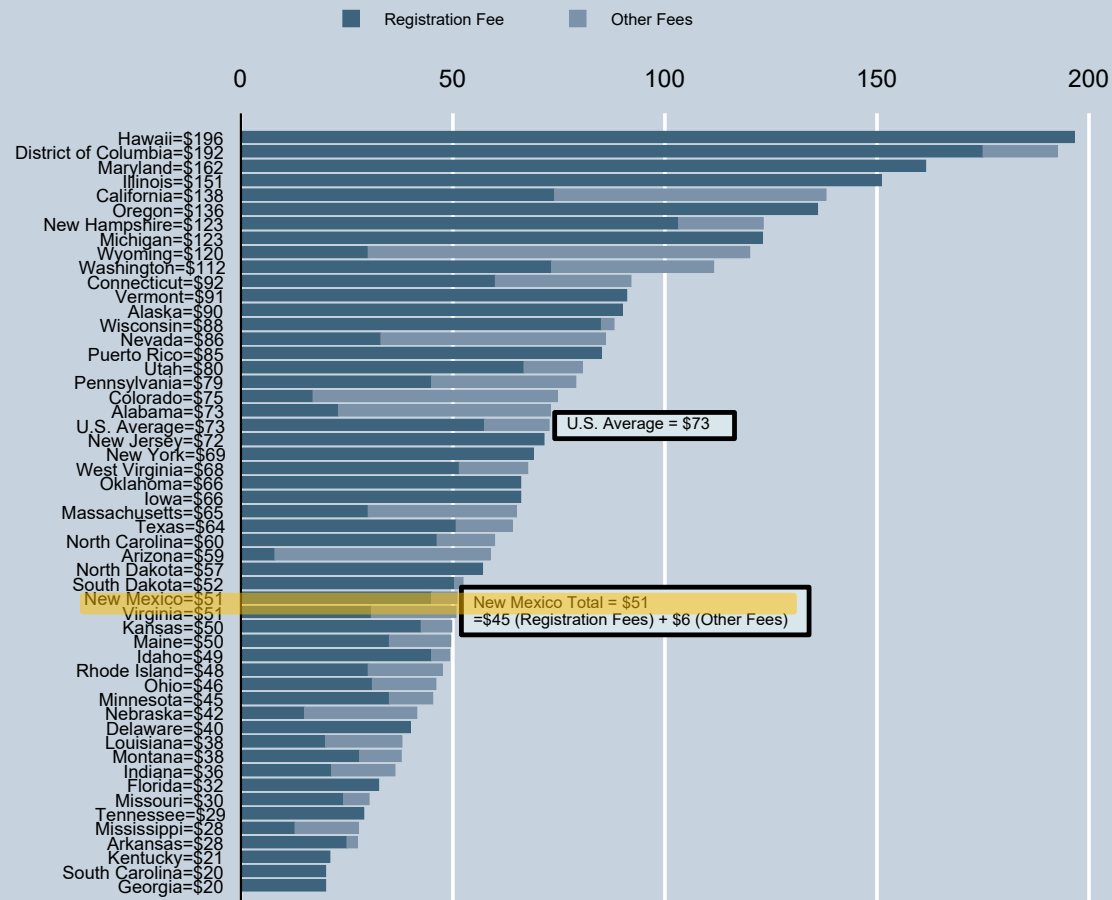
Notes:
 U.S. Average Registration Fees are \$73
 Where applicable, fees are for a 12 years old passenger vehicle, weighing 4,000 lbs, and priced at \$20,000.

NMDOT's elaboration on data from other states' Departments of Transportation

Older Passenger Vehicle Registration by State



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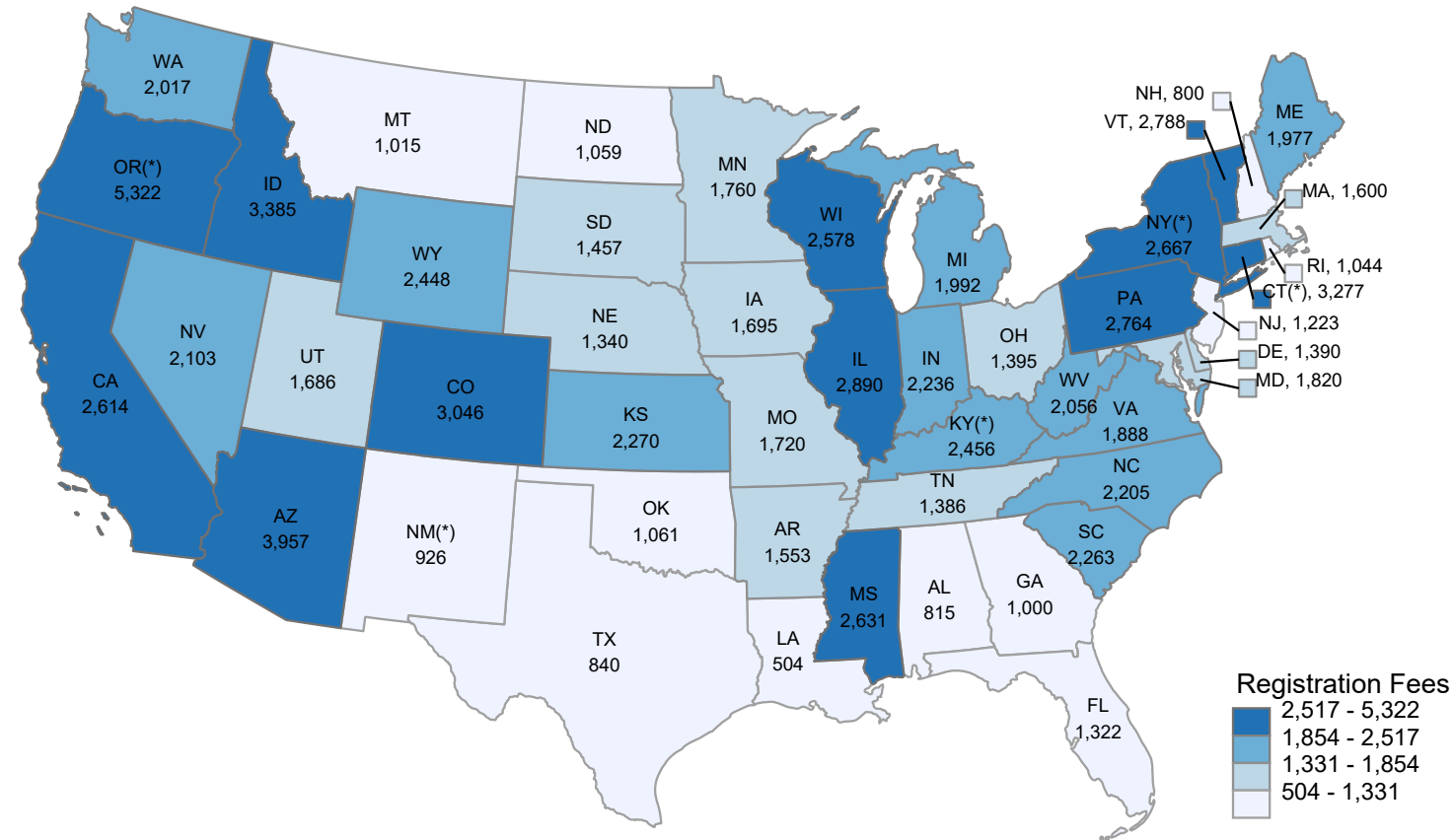
NMDOT's elaboration on data from other states' Departments of Transportation

- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 21st lowest in the nation

Heavy Truck Registration + Weight Distance Tax by State



Registration Fees and Weight Distance Tax on Heavy Trucks as of Jan 2025



Notes:

(*) indicates Weight-Distance Tax states.

U.S. Average Registration Fees + WD Tax are \$1,963

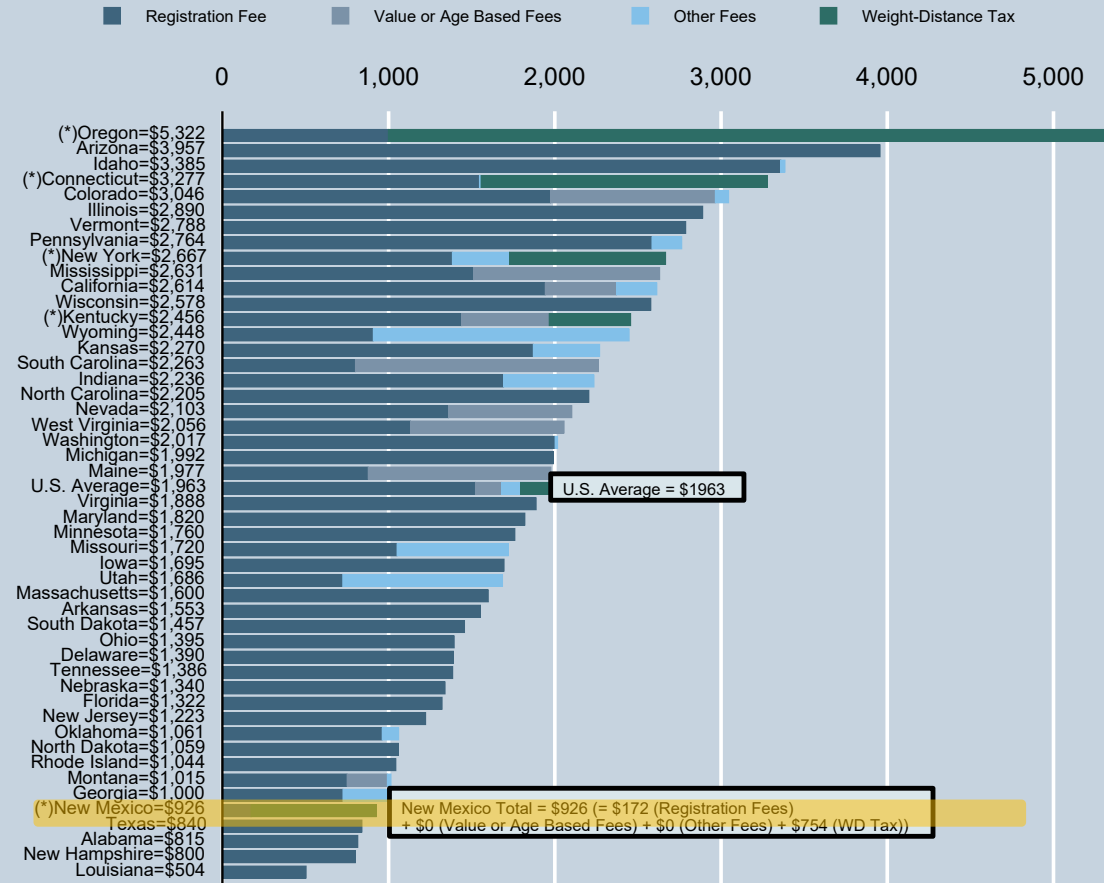
Where applicable, fees are for a truck with a gross vehicle weight of at least 80,000 lbs, value of \$110,000, in its 4th year of acquisition.

NMDOT's elaboration on data from International Registration Plan, INC.

Heavy Truck Registration + Weight Distance Tax by State



Registration Fees and Weight Distance Tax on Heavy Trucks as of Jan 2025



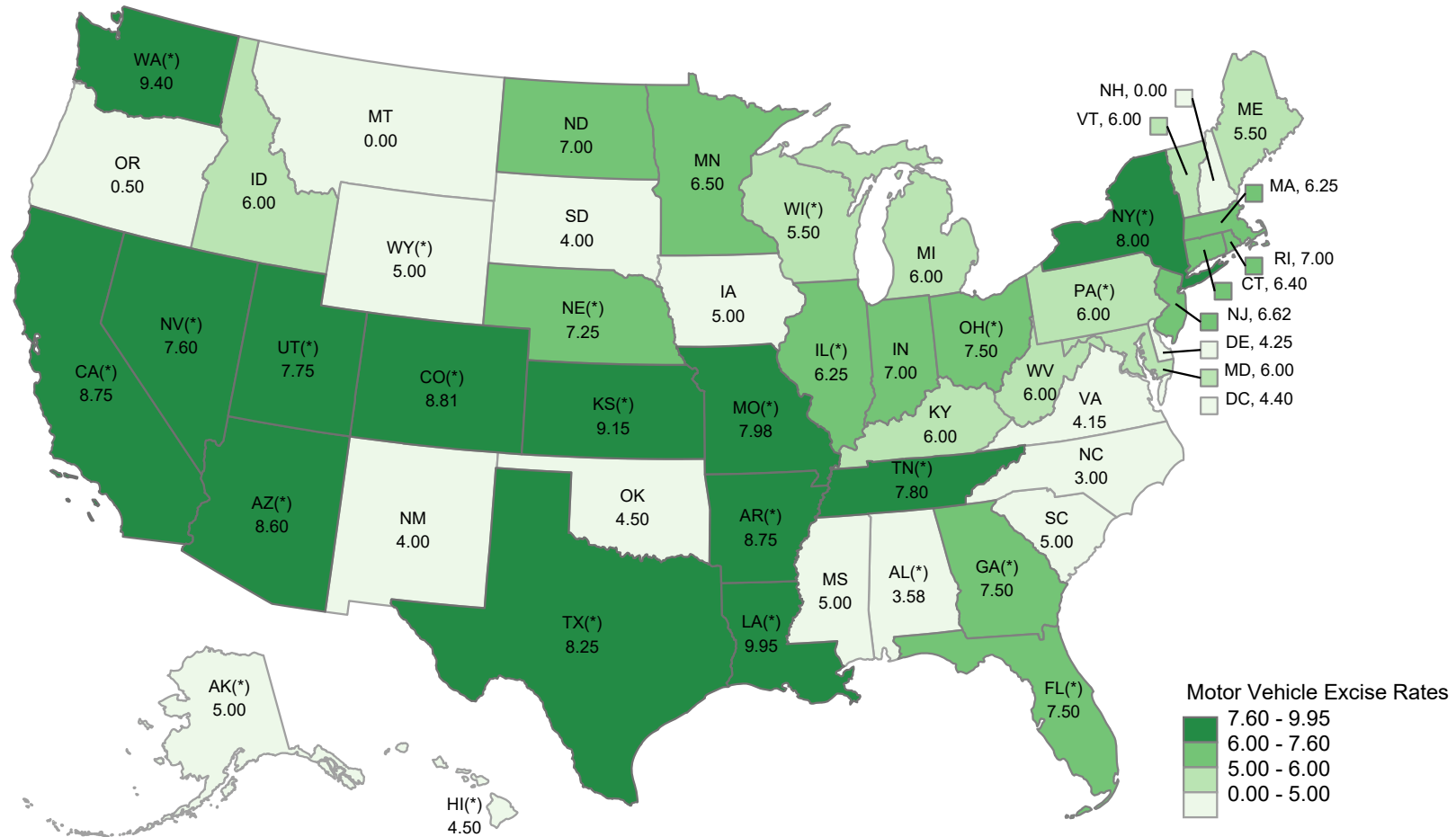
Notes:
 (*) indicates Weight-Distance Tax states.
 U.S. Average Registration Fees without WD Tax are \$1,792
 Where applicable, fees are for a truck with a GVW of at least 80,000 lbs, value of \$110,000, in its 4th year of acquisition and 17,212 miles traveled in-state per year.
 NMDOT's elaboration on data from International Registration Plan, INC.

- ❖ New Mexico is 2nd lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 5th lowest in the nation
- ❖ Majority of States only charge high registration fee and no weight distance tax.
 - ❖ Only CT, KY, NY, NM and OR charge Weight Distance Tax
- ❖ U.S. Average Heavy Truck Registration Fees = \$1,792
- ❖ Average WD paid per month among WD tax state = \$1,646

Vehicle Excise Tax Rates by State



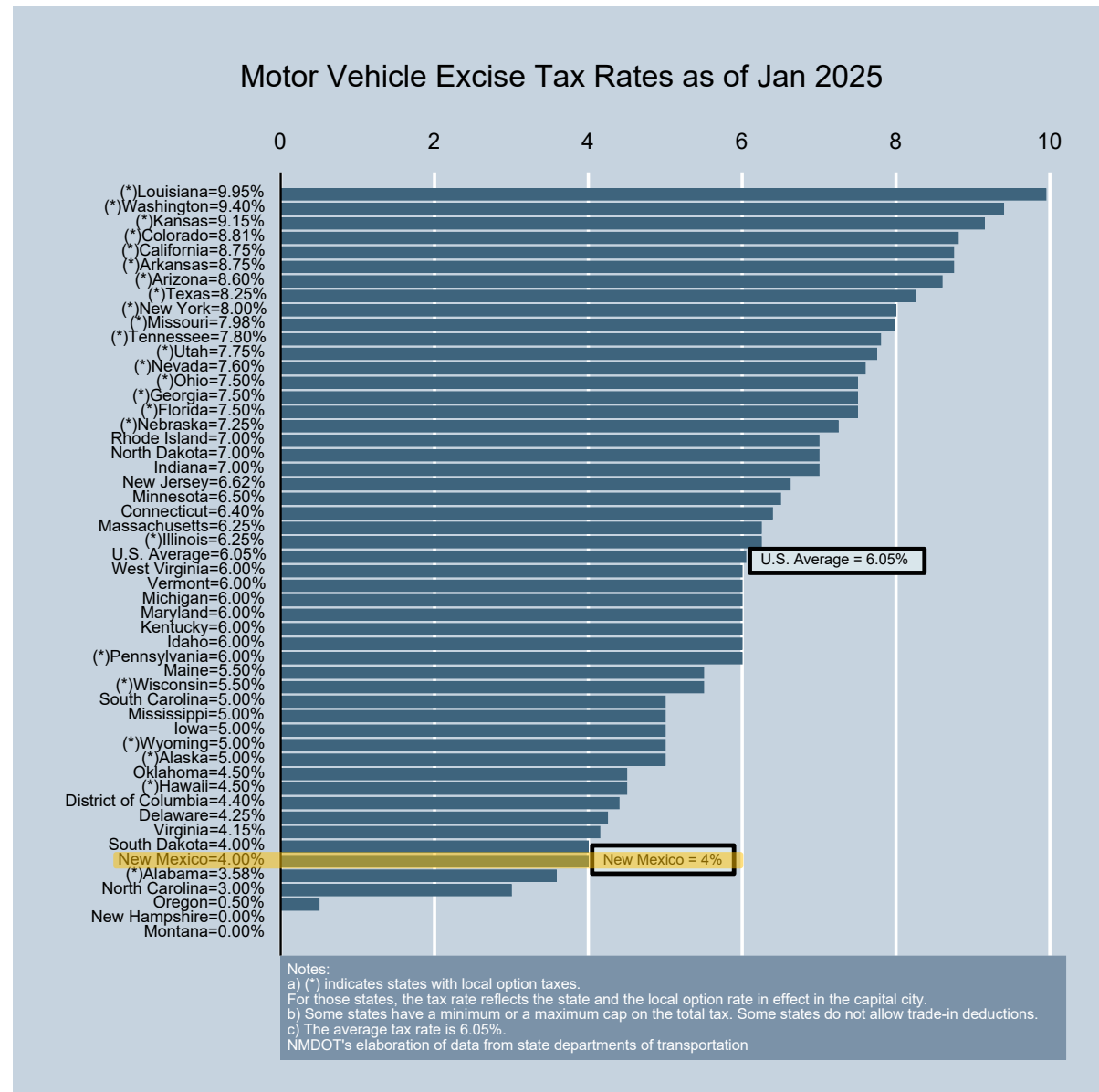
Vehicle Excise Tax Rates as of Jan 2025



Notes:

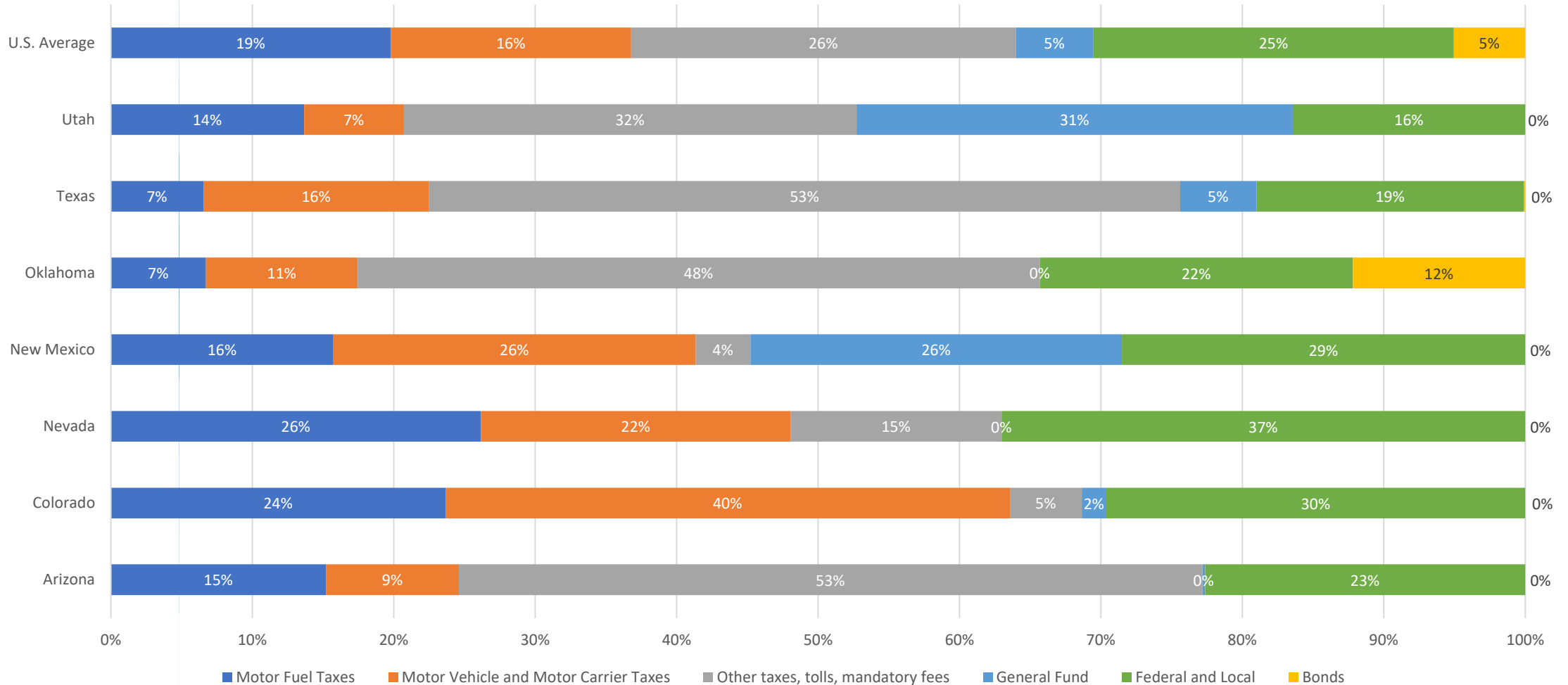
- a) (*) indicates states with local option taxes. For those states, the tax rate reflects the state and the local option rate in effect in the capital city.
 - b) Some states have a minimum or a maximum cap on the total tax. Some states do not allow trade-in deductions.
 - c) The average tax rate is 6%.
- NMDOT's elaboration of data from state departments of transportation

Vehicle Excise Tax Rates by State



- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 6th lowest in the nation

State Highway Funding by Source



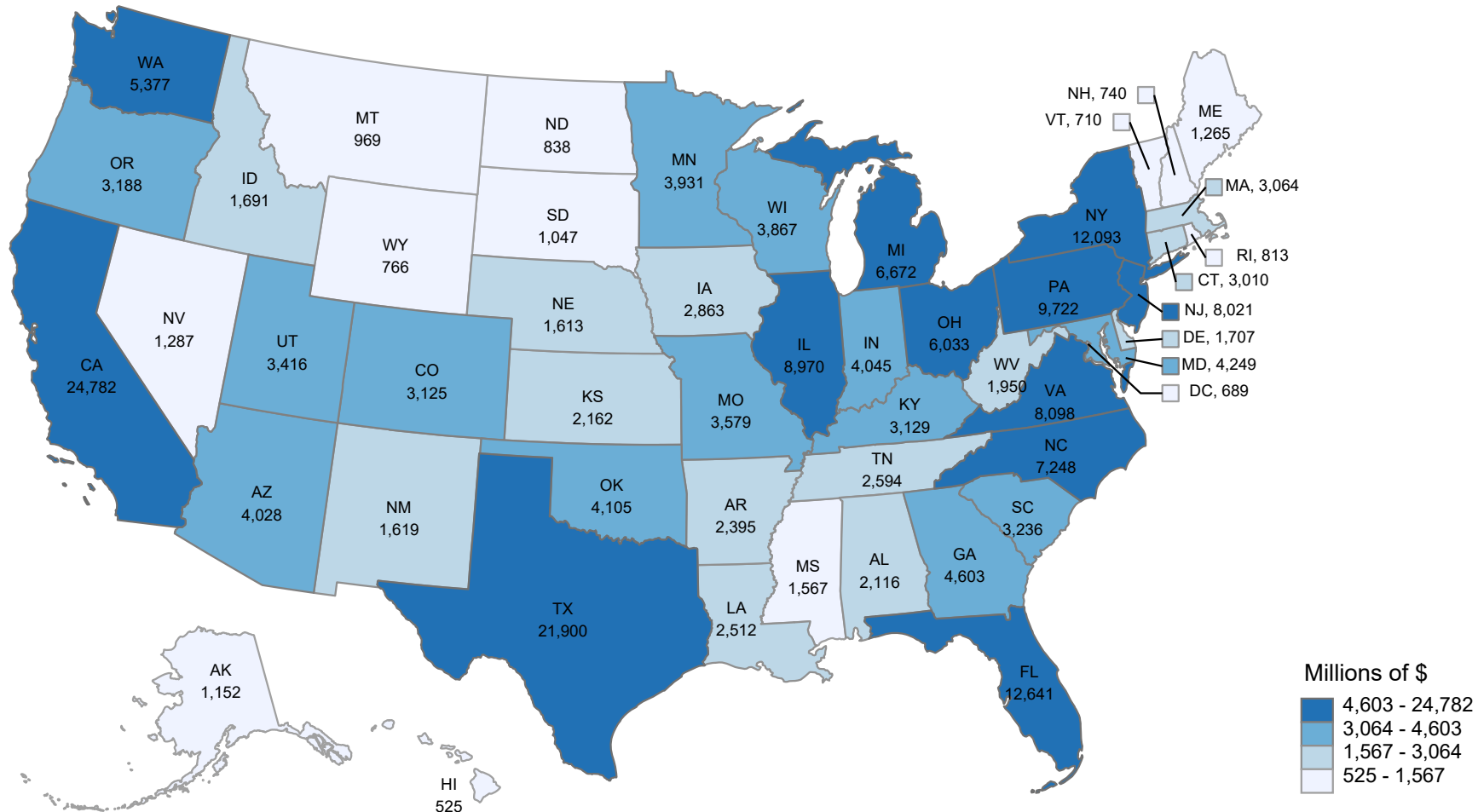
Source: Federal Highway Administration FY 2023

Total State and Federal Revenue by State



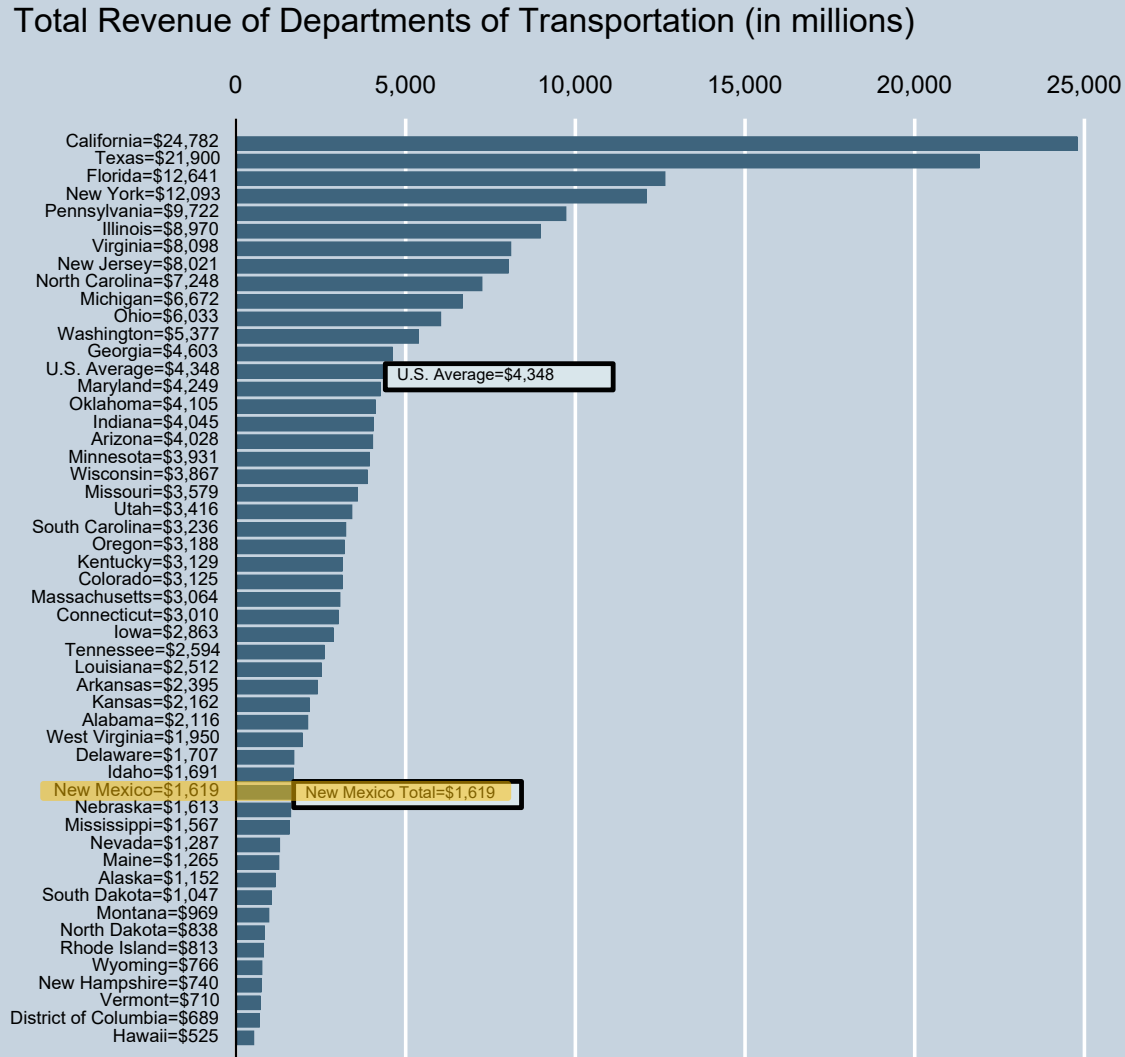
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Total Revenue for Departments of Transportation



Source: Federal Highway Administration
As of January 1, 2023

Total State and Federal Revenue by State



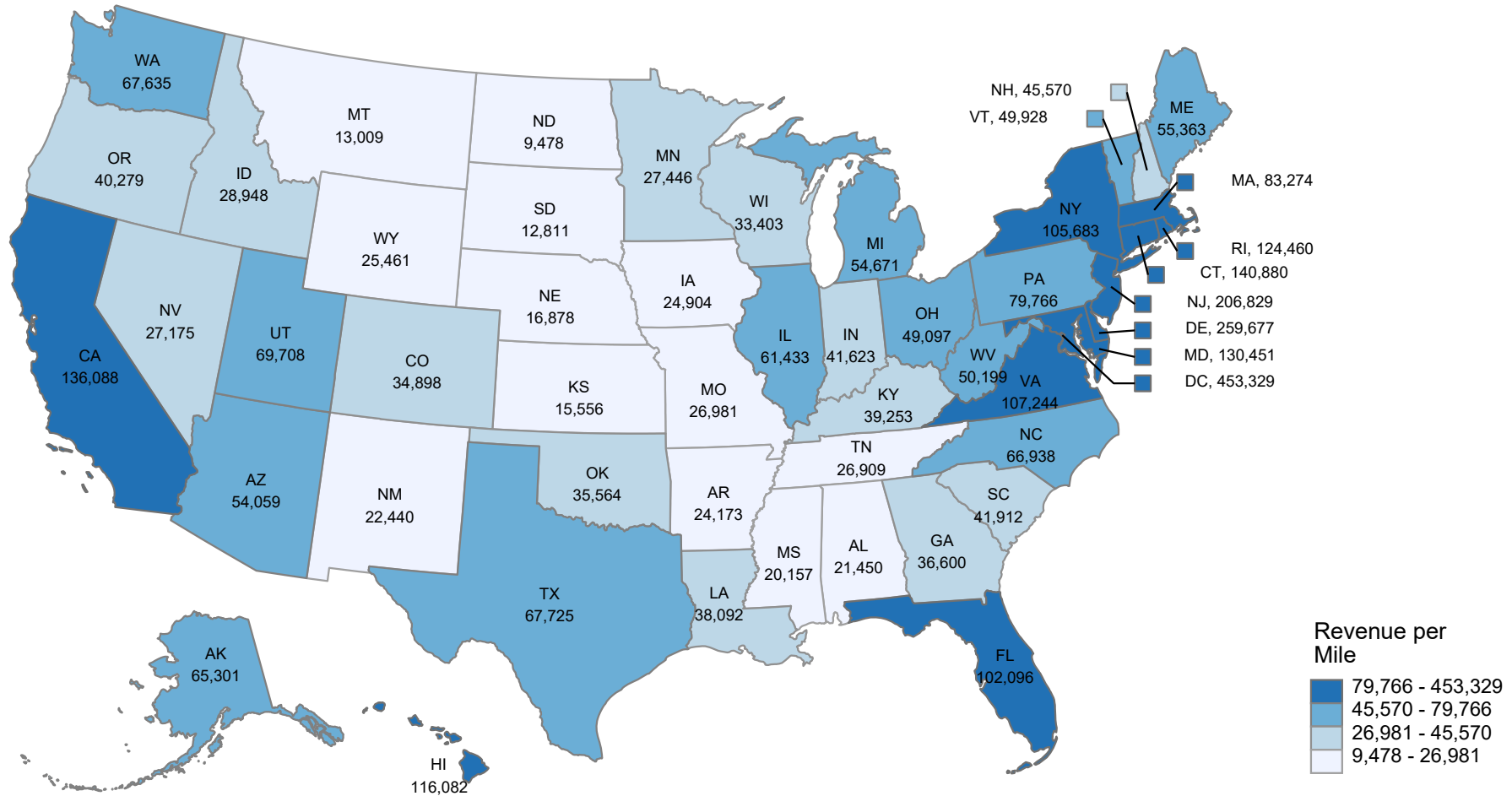
Source: Federal Highway Administration. As of January 1, 2023

- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is the 15th lowest in the nation
- ❖ Revenue is lower due to:
 - ❖ Low tax rates
 - ❖ Lower population
 - ❖ Lower average income

Total Revenue per Lane Mile by State

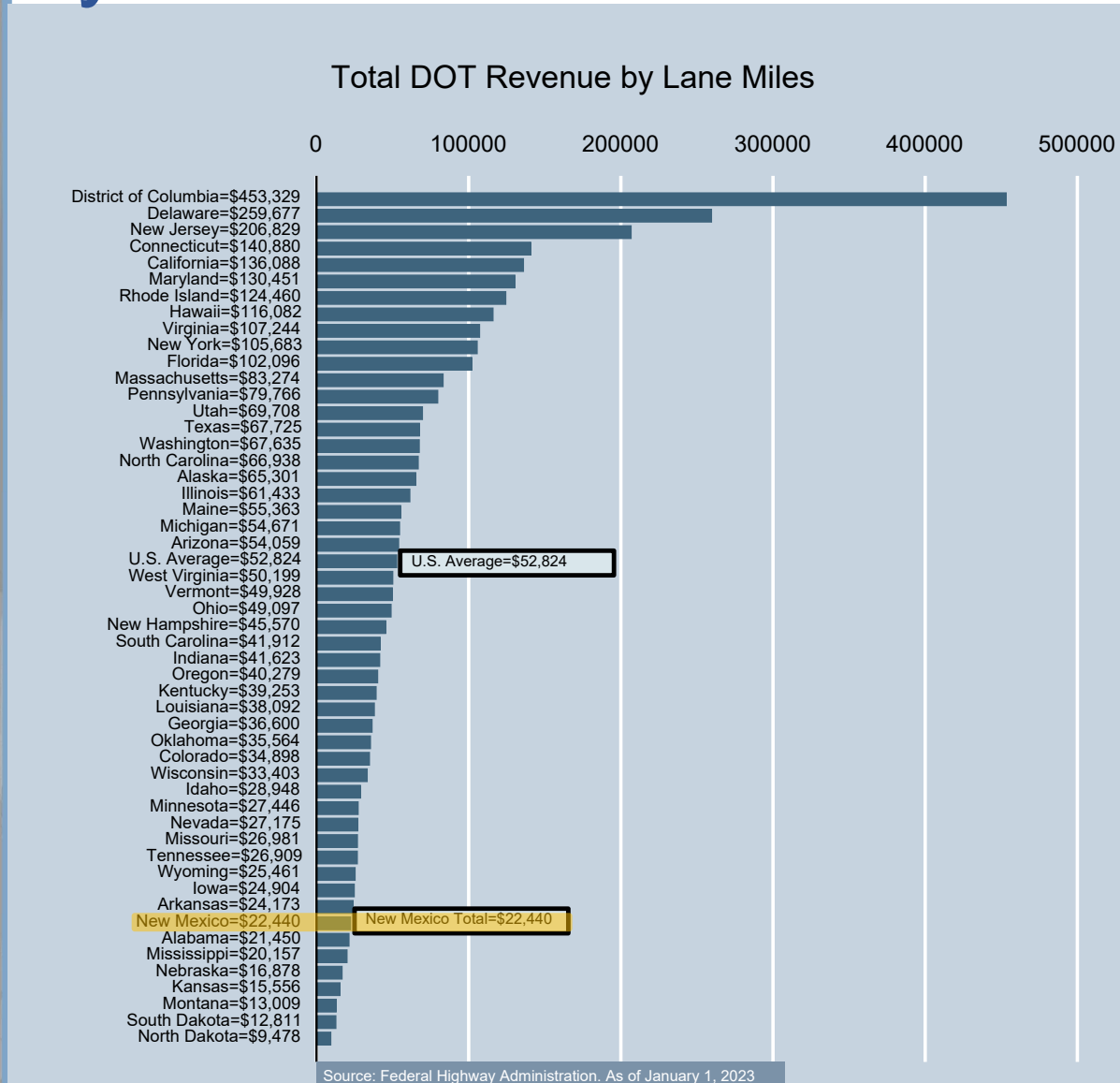


Total DOT Revenue by Lane Miles



Source: Federal Highway Administration
As of January 1, 2023

Total Revenue per Lane Mile by State



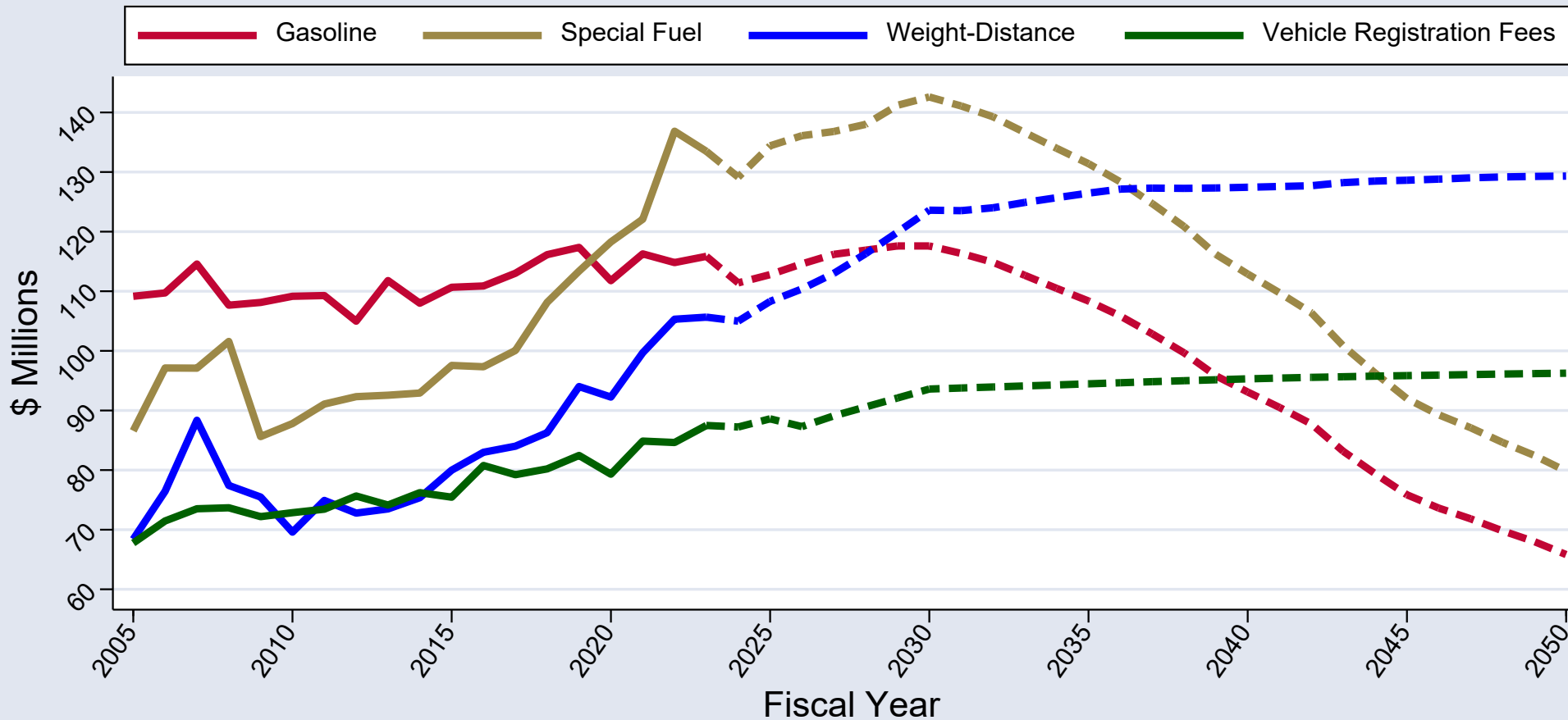
- ❖ New Mexico is lowest among neighboring states (AZ, UT, CO, OK, TX)
- ❖ New Mexico is 8th lowest in the nation, when measured by lane mile
- ❖ Revenue is lower due to:
 - ❖ Low tax rates
 - ❖ Lower population
 - ❖ Lower average income

Future Challenges

State Road Fund Long Run Forecast



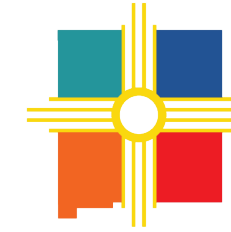
Four Major State Road Fund Revenue Sources



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

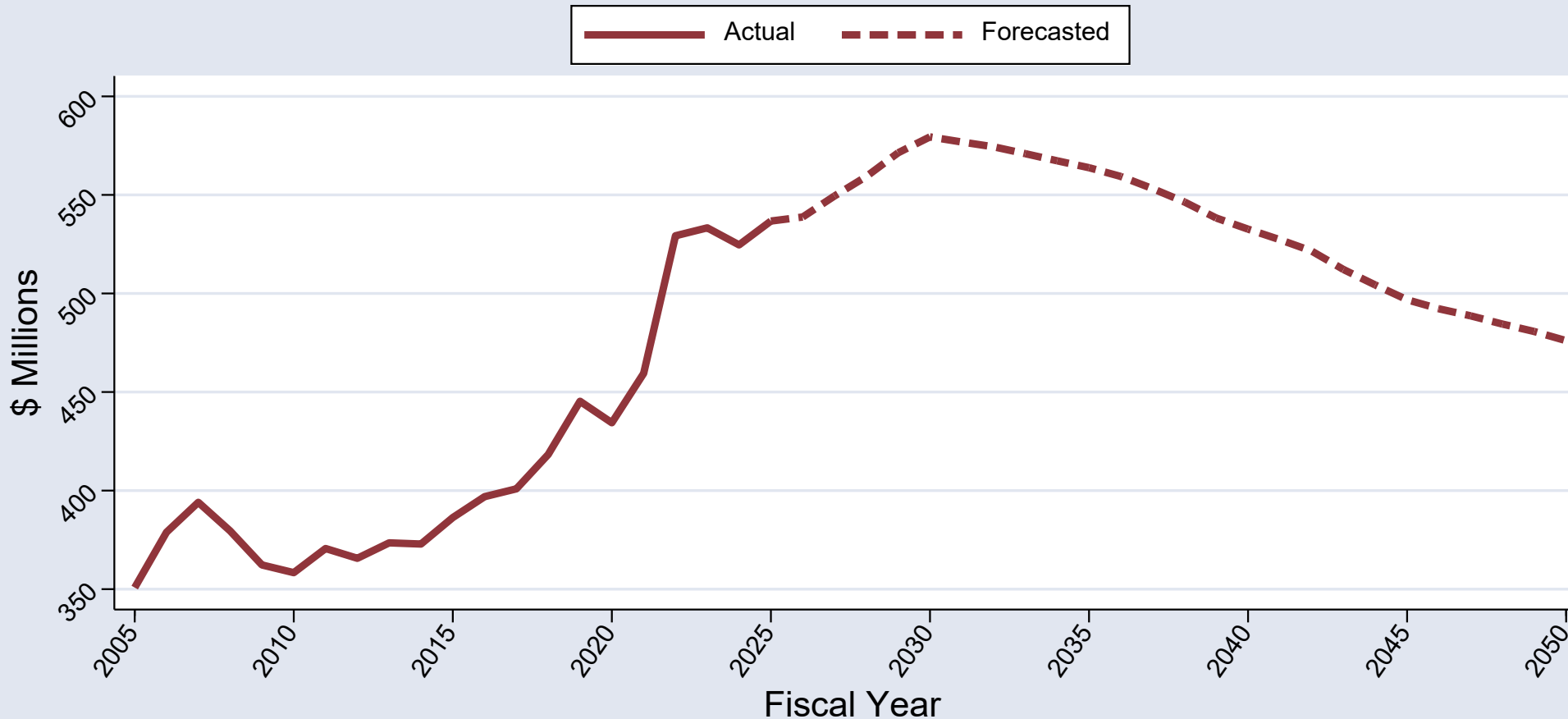
Near term forecast based on NMDOT's July 2025 Road Fund Outlook.
 Longer term forecast based on projections from S&P Global.

State Road Fund Long Run Forecast



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Total Road Fund Revenues



- ❖ State Road Fund revenues grew rapidly from FY 19-22 due to the addition of an MVX distribution
- ❖ State Road Fund revenues are expected decline **13% by 2050** (nominal)
- ❖ Increase **5% by 2030**.
- ❖ Decline **7% from 2030 to 2040**.
- ❖ Decline another **10.5% between 2040 and 2050**.

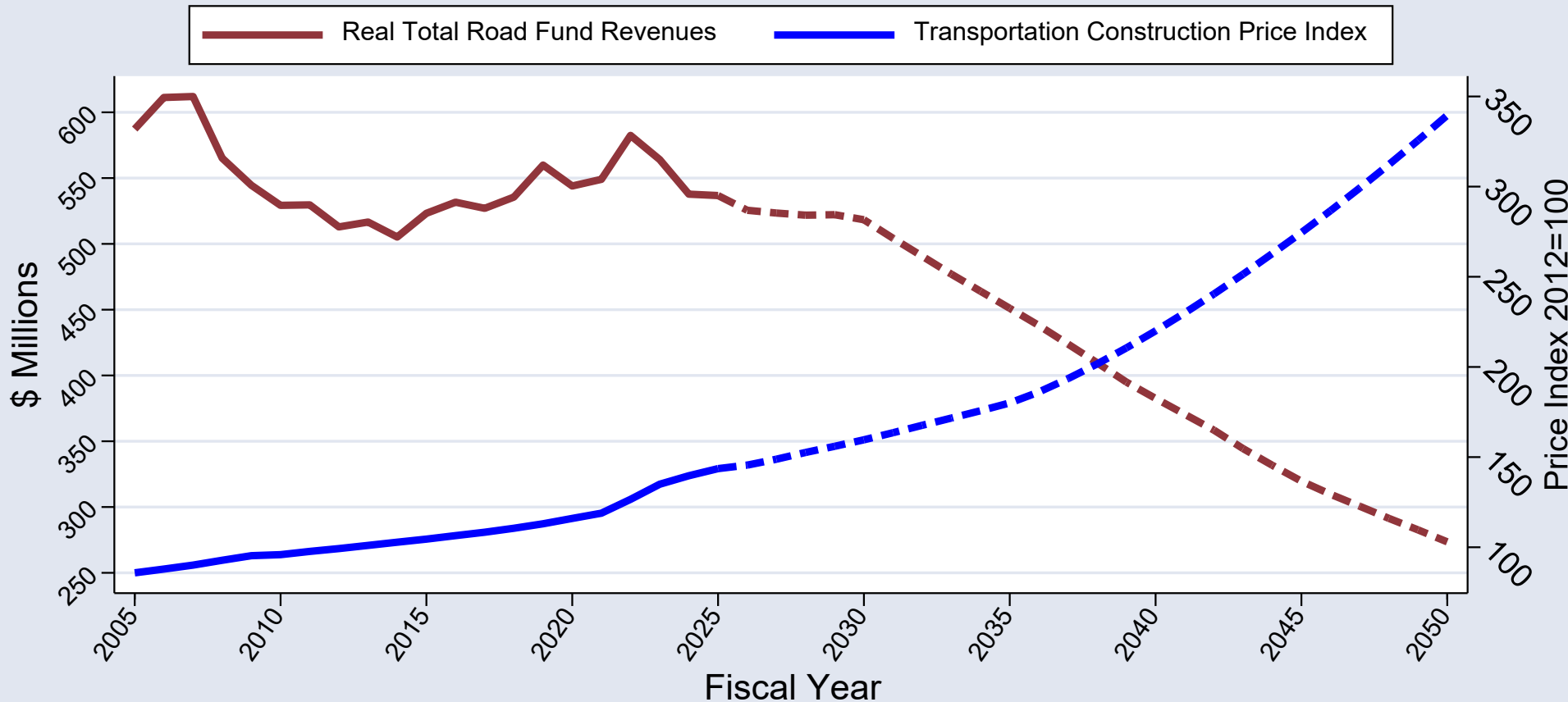
Near term forecast based on NMDOT's July 2025 Road Fund Outlook.
Longer term forecast based on projections from S&P Global.

Increasing REAL State Road Fund and Cost of Road Construction



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

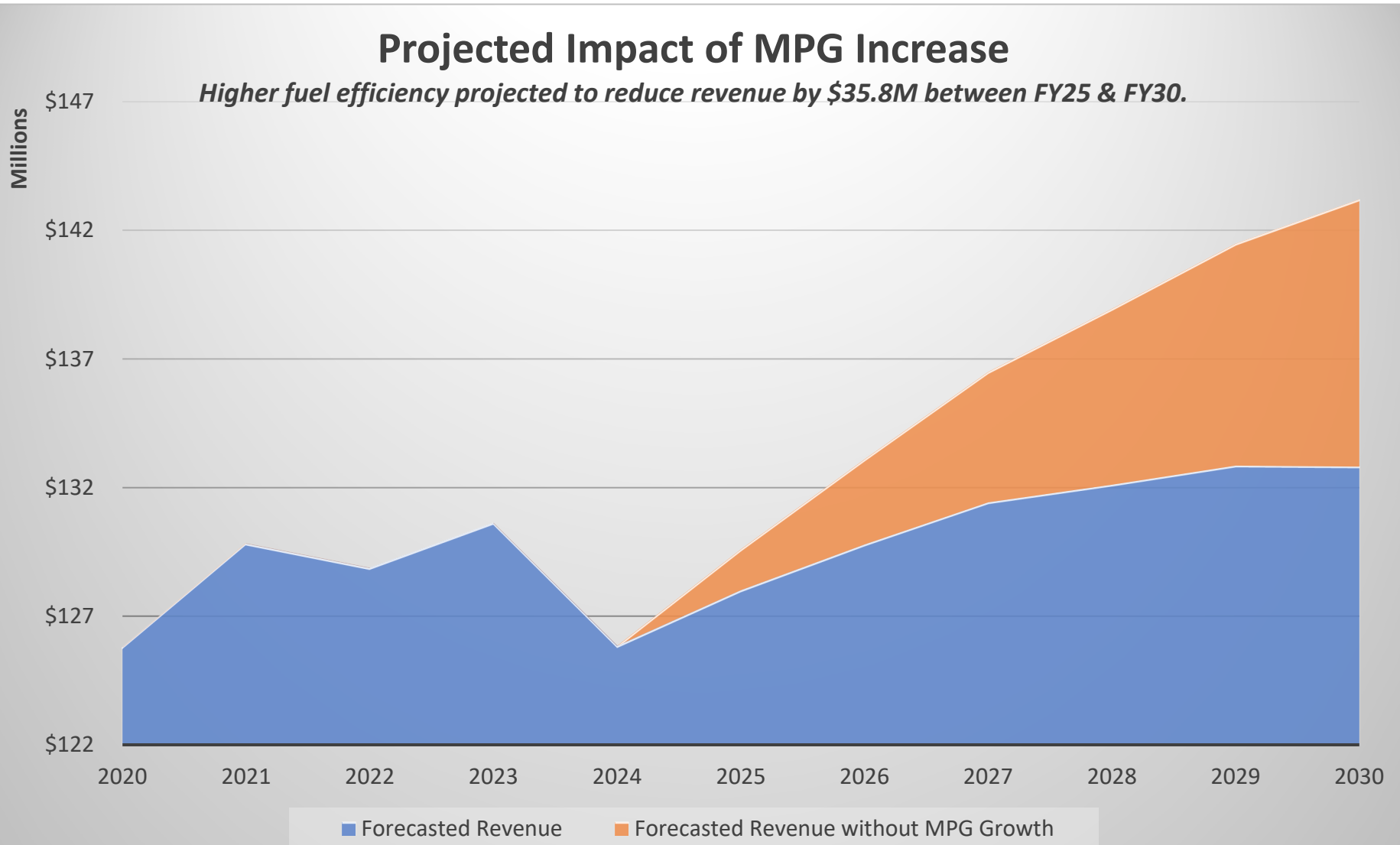
Real Total Road Fund Revenues and Transportation Construction Price Index



- ❖ Real State Road Fund recurring revenue is expected to **shrink 50% by 2050.**
 - ❖ -2.0% average annual growth rate
- ❖ Road construction costs are expected to **grow 136% by 2050.**
 - ❖ 5.5% average annual growth rate.

Road Fund: Near term forecast based on NMDOT's July 2025 Road Fund Outlook.
Longer term forecast based on projections from S&P Global.
Total Road Fund Revenues in 2025 dollars. Sources: BEA, S&P Global

Forecasted Fiscal Impact of MPG Growth on State Road Fund



- ❖ Average MPG is expected to **grow 7.8%** from 22.14 in FY24 to 23.87 by FY30.
- ❖ Orange area shows the forecasted revenue lost due to increased MPG.
 - ❖ Total impact: **-\$35.8M (FY24-FY30)**
 - ❖ Assuming MPG remained constant from FY24 onward compared to forecasted gasoline revenue.

2025 Legislative Session Efforts



- ❖ Fall 2024 convene Sustainable Transportation Infrastructure Revenue task force to investigate transportation funding options:
 - ❖ Look at options pursued in the past
 - ❖ Look at what other states are doing
 - ❖ Identify viable future options.

- ❖ Most viable option identified turned into HB 145 and SB 289, introduced in 2025 session.
 - ❖ HB 145 would have granted the Transportation Commission bonding authority up to \$1.5 billion
 - ❖ SB 289 would have increased Motor Vehicle Excise Tax distributions to the State Road Fund to pay for the increased bonding capacity

- ❖ HB 145 morphed into bill that:
 - ❖ Increased bonding authority by \$1.5 billion subject to the following restrictions:
 - ❖ The total bonds issued at any one time may not exceed \$290 million
 - ❖ Issued bonds could only be used to fund projects in the State Transportation Improvement Plan
 - ❖ Included funding mechanisms to pay for increased bonding capacity
 - ❖ Increased the weight distance tax (~35% increase)
 - ❖ Increased passenger vehicle registration fees (~25% increase)
 - ❖ Added a registration fee for electric vehicles (staged increase to \$120 BEV and \$60 PHEV)

Other Options Explored



- ❖ STIR Task Force investigated several other options for replacing lost future funding:
 - ❖ Change distributions
 - ❖ Motor Vehicle Excise Tax
 - ❖ Increase existing taxes and/or fees
 - ❖ Weight Distance Tax
 - ❖ Vehicle Registration
 - ❖ Motor Fuel Taxes
 - ❖ New Taxes and/or fees
 - ❖ Additional registration fees
 - ❖ Delivery Surcharges
 - ❖ Road User Charges
- ❖ Likely require a combination of options to pay for \$5.6 billion in needed but unfunded projects
 - ❖ No magic bullet

Distribution of State Road User Revenues

July 2025 Forecast

(\$ Millions)

% of total (FY 2024)



Gasoline Tax
(17.0 cents / gallon)

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

2023	2024	2025	2026
9.1	8.7	9.0	9.0
0.2	0.2	0.2	0.2
0.4	0.4	0.4	0.4
16.4	15.7	16.3	16.2
115.9	110.1	112.8	114.6
9.1	8.7	9.0	9.0
2.3	2.2	2.2	2.2

Road Fund

20.7%



Special Fuel (Diesel) Tax
(21.0 cents/gallon -- effective 7/1/2004)

- **90.48% to State Road Fund - (19 cents per gallon)**
- 9.52% to Local Governments Road Fund

133.5	125.7	134.4	136.1
13.9	12.9	14.1	14.3

23.6%



Petroleum Products Loading Fee

- = 26.67% to Local Governments Road Fund
- = 73.33% to Corrective Action Fund (NM Environment Department)

8.0	7.5	7.8	7.9
21.9	20.7	21.5	21.8



Weight Distance Tax (1¢-4¢/mile)

- = **100% to State Road Fund**

105.7	104.9	108.3	110.4
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19.7%

Trip Tax (7¢-16¢/mile)

- = **100% to State Road Fund**

8.2	7.8	6.5	6.8
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1.5%

Oversize / Overweight Fees

- = **100% to State Road Fund**

7.4	8.1	9.6	10.1
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1.5%

Motor Trans. Regulatory Fees

- = **100% to State Road Fund**

3.3	3.4	3.3	3.3
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0.6%



Vehicle Registration Fees
(\$21-\$172/year)

A similar distribution applies to many **Miscellaneous Motor Vehicle Fees** (but only Vehicle Registration Fee revenue amounts are shown in revenue table)

- = 50 cents on Each Registration to Beautification Fund
- = \$7.00 of each Motorcycle Registration to Motorcycle Training Fund
- = \$2.00 of each Motorcycle Registration to the Taxation & Revenue Department
- = 100% of Placard Fees to Taxation and Revenue Department
- = 100% of Traffic Safety Training Fee (from Penalty Assessments) and Amateur Radio Fees to State Road Fund
- = Tire Recycling Fee (effective 7/1/2003):

\$ 1.00 Each Motorcycle	→ 50% to Highway Infrastructure Fund
\$ 0.50 per wheel of each bus	→ 50% to Tire Recycling Fund
\$ 1.50 each car or light truck	→ \$1.00 to Highway Infrastructure Fund
\$ 1.50 each heavy truck	→ \$0.50 to Tire Recycling Fund

Effective March 1, 2004 remaining revenues go to:

- = **74.65% to State Road Fund**
- 7.60% to County General Funds (allocated by registration fees on vehicles in each county)
- 7.60% to County Road Funds (allocated by miles of public roads maintained)
- 4.06% to Municipal Street Funds (allocated by property tax net taxable value)
- 6.09% to County and Municipal General Funds (allocated by property tax amounts due)

87.5	87.2	88.6	87.3
8.9	8.9	9.0	8.9
8.9	8.9	9.0	8.9
4.8	4.7	4.8	4.7
7.1	7.1	7.2	7.1

16.4%

Motor Vehicle Excise Tax
(from 3.0% to 4.0% on July 1, 2019)

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

60.4	61.3	61.7	58.7
sunset	sunset	sunset	sunset
51.8	52.5	52.9	50.3
164.0	166.4	167.6	159.5

11.5%

Transaction Fees
(\$3 per Title or Registration)

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

1.1	1.1	1.1	1.1
1.1	1.1	1.1	1.1

0.2%

Driver License Fees
(\$10 per 4 year period + \$3 EDL + \$3 Driver Safety)

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

4.4	4.4	4.8	4.6
0.4	0.4	0.5	0.5
0.8	0.8	0.8	0.8
2.1	2.1	*	*
1.6	1.6	*	*

0.8%

* no estimates available

Total Local Governments Road Fund and Transportation Project Fund

81.3	82.9	85.9	82.6
255.6	255.2	255.2	246.8

Total Amount Distributed to Local Governments & other Recipients

Total of Gasoline, Diesel, W/D & Registrations NMDOT

442.5	427.9	444.1	448.4
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80.4%

Total State Road Fund Revenues

550.1	532.4	562.9	562.1
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100.0%

Total NMDOT Recurring ⁽¹⁾ State Revenues

651.8	639.9	672.6	668.2
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NA

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

Leased Vehicle Surcharge (\$2/day)

- = 100% to State General Fund

Leased Vehicle Gross Receipts Tax (5.0%)

- = 75% to Highway Infrastructure Fund
- = 25% to Local Governments Road Fund

Alternative Fuel Tax

- = 100% to State Road Fund