



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NMDOT FY25 Budget Overview

Legislative Finance Committee
December 11, 2023





New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

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.

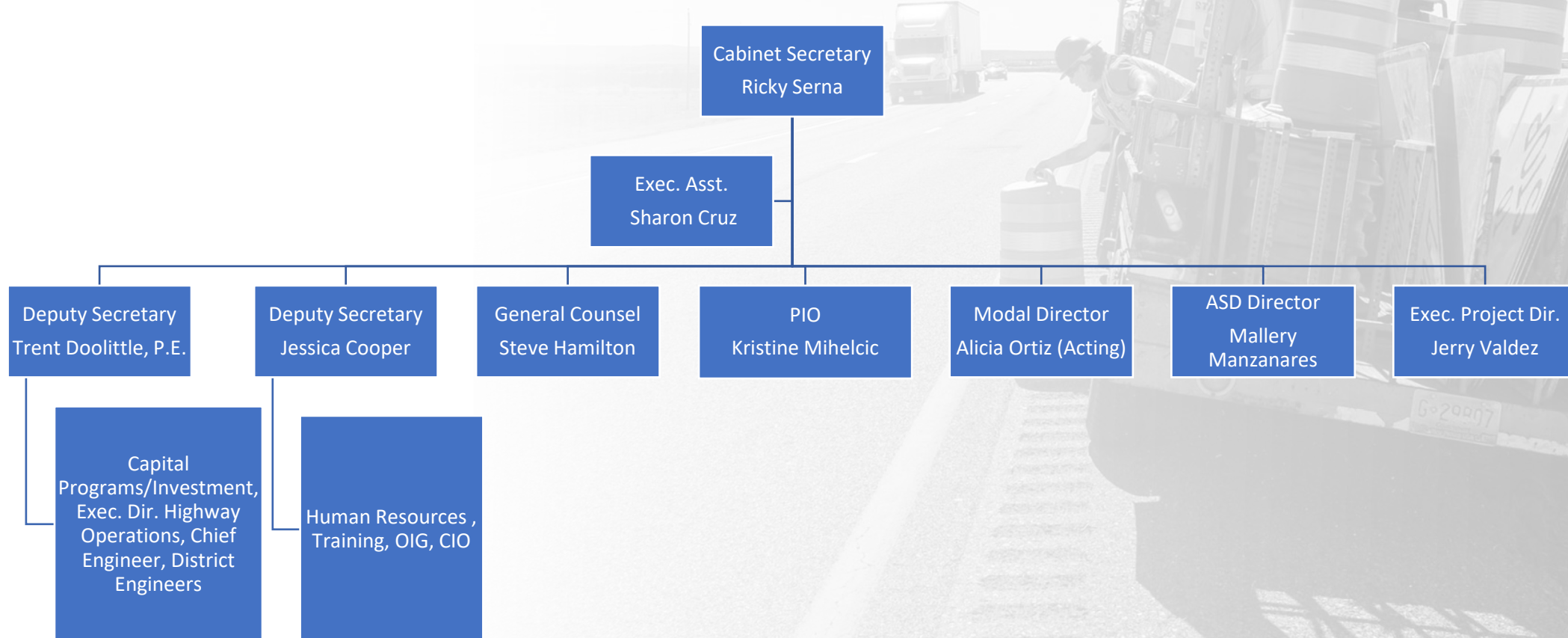
Department of Transportation, by the numbers:

- **More than 2,500 employees**
- **Budget for FY23 est. at \$1.8 billion**
- **90 active projects totaling more than \$1.2 billion**
- **16 rest areas**
- **82 patrols**
- **12,272 centerline lines of highway infrastructure statewide**
- **34 construction crews**
- **28 construction offices**

Organizational Leadership



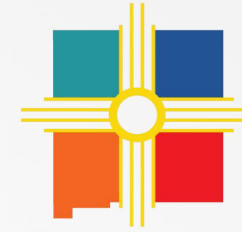
In the past year, the agency has replaced a retired Dep. Sec. and hired a second to oversee agency operations. In total, the senior leadership team includes 12 managers.



State Road Fund

Distribution of State Road User Revenues

		July 2023 Forecast (\$ Millions)				July 2023 Forecast % of total (FY 2023)	
		2022	2023	2024	2025	Road Fund	NMDOT State Rev
Gasoline Tax (17.0 cents / gallon)	→ 5.76% to County Government Road Fund	9.0	9.1	9.1	9.1	21.2%	17.9%
	→ 0.13% to Motorboat Fuel Tax Fund	0.2	0.2	0.2	0.2		
	→ 0.26% to State Aviation Fund	0.4	0.4	0.4	0.4		
	→ 10.38% to Municipalities and Counties	16.2	16.4	16.4	16.4		
	→ 76.27% to State Road Fund - (~13 cents per gallon)	114.8	116.0	115.8	115.8		
	→ 5.76% to Municipalities	9.0	9.1	9.1	9.1		
	→ 1.44% to Municipal Arterial Program (MAP - Local Governments Road Fund)	2.3	2.3	2.3	2.3		
Special Fuel (Diesel) Tax (21.0 cents/gallon -- effective 7/1/2004)	→ 90.48% to State Road Fund - (19 cents per gallon)	136.9	132.5	132.2	133.6	24.2%	20.5%
	→ 9.52% to Local Governments Road Fund	14.3	13.9	13.8	14.0		
Petroleum Products Loading Fee (1.875 cents/gallon)	→ 26.67% to Local Governments Road Fund	7.9	7.9	7.9	7.9	19.7%	16.6%
	→ 73.33% to Corrective Action Fund (NM Environment Department)	21.8	21.7	21.6	21.7		
Weight Distance Tax (1¢-4¢/mile)	→ 100% to State Road Fund	105.3	107.5	108.4	110.3	1.5%	1.3%
Trip Tax (7¢-16¢/mile)	→ 100% to State Road Fund	9.5	8.4	8.2	8.2	1.4%	1.2%
Oversize / Overweight Fees	→ 100% to State Road Fund	7.2	7.5	7.4	7.5	0.6%	0.5%
Motor Trans. Regulatory Fees	→ 100% to State Road Fund	3.4	3.3	3.3	3.3		
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	84.6	86.5	85.7	86.4	15.8%	13.4%
	→ 7.60% to County General Funds (allocated by Registration Fees on Vehicles in Each County)	8.6	8.8	8.7	8.8		
	→ 7.60% to County Road Funds (allocated by miles of public Roads maintained)	8.6	8.8	8.7	8.8		
	→ 4.06% to Municipal Street Funds (allocated by property Tax net Taxable value)	4.6	4.7	4.7	4.7		
	→ 6.09% to County and Municipal General Funds (allocated by property Tax amounts due)	6.9	7.1	7.0	7.0		
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)	56.5	60.5	62.3	62.8	11.1%	9.3%
	→ District 2 received 25% in FY20 & FY21	sunset	sunset	sunset	sunset		
	→ 18.75% to Transportation Project Fund beginning in FY22	1,305.9	164.3	169.1	170.5		
	→ 59.39% to State General Fund beginning in FY22 (it was 71.89% in FY20 & FY21)						
Transaction Fees (\$3 per Title or Registration)	→ \$5 or \$6 to Municipal, County or Fee AGENTS					0.2%	0.2%
	→ Remaining revenues from Transaction Fees go to: → 50% to State Road Fund	1.1	1.1	1.1	1.1		
	→ 50% to County Road Fund (allocated by miles of public roads maintained)	1.1	1.1	1.1	1.1		
Driver License Fees (\$10 per 4 year period + \$3 EDL + \$3 Driver Safety)	→ \$6 or \$7 per License to Municipal, County or Fee Agents					0.8%	0.7%
	→ 100% of Remaining Drivers License Fee to State Road Fund	4.6	4.4	4.3	4.3		
	→ 100% Limited License Fees to DWI Prevention and Education Fund	0.4	0.4	0.4	0.4		
	→ 100% DWI Reinstatement Fees and remainder of ID Cards to Local Gov. Road Fund	0.8	0.8	0.8	0.8		
	→ 100% Enhanced Drivers License Fee (\$3) to Taxation & Revenue Department	2.2	1.9	*	*		
	→ 100% Driver Safety Fee (\$3) to public schools for DWI education	1.7	1.5	*	*		
* no estimates available							
Total Local Governments Road Fund and Transportation Project Fund		76.2	80.2	81.6	82.0		
Total Amount Distributed to Local Governments & other Recipients		1,396.3	255.1	256.1	257.9		
Total of Gasoline, Diesel, W/D & Registrations NMDOT		441.6	442.6	442.0	446.1	80.9%	68.4%
Total State Road Fund Revenues		546.3	546.9	546.1	549.1	100.0%	84.5%
Total NMDOT Recurring State Revenues		641.1	647.0	648.8	652.2	NA	100%
(1) Total NMDOT Recurring Revenue excludes MV Excise Revenue to DOT District 2 in FY21-2025							
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						



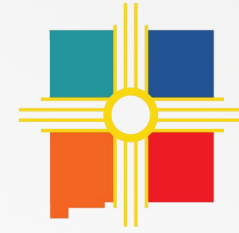
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NMDOT's operating budget is the sum of state tax distributions and federal apportionments.

State tax distributions make up the State Road Fund. The largest distributions come from Gasoline Tax, Special Fuel Tax, Weight Distance Tax, and Vehicle Registration Fees.

NMDOT does not currently receive any recurring General Fund from the State.

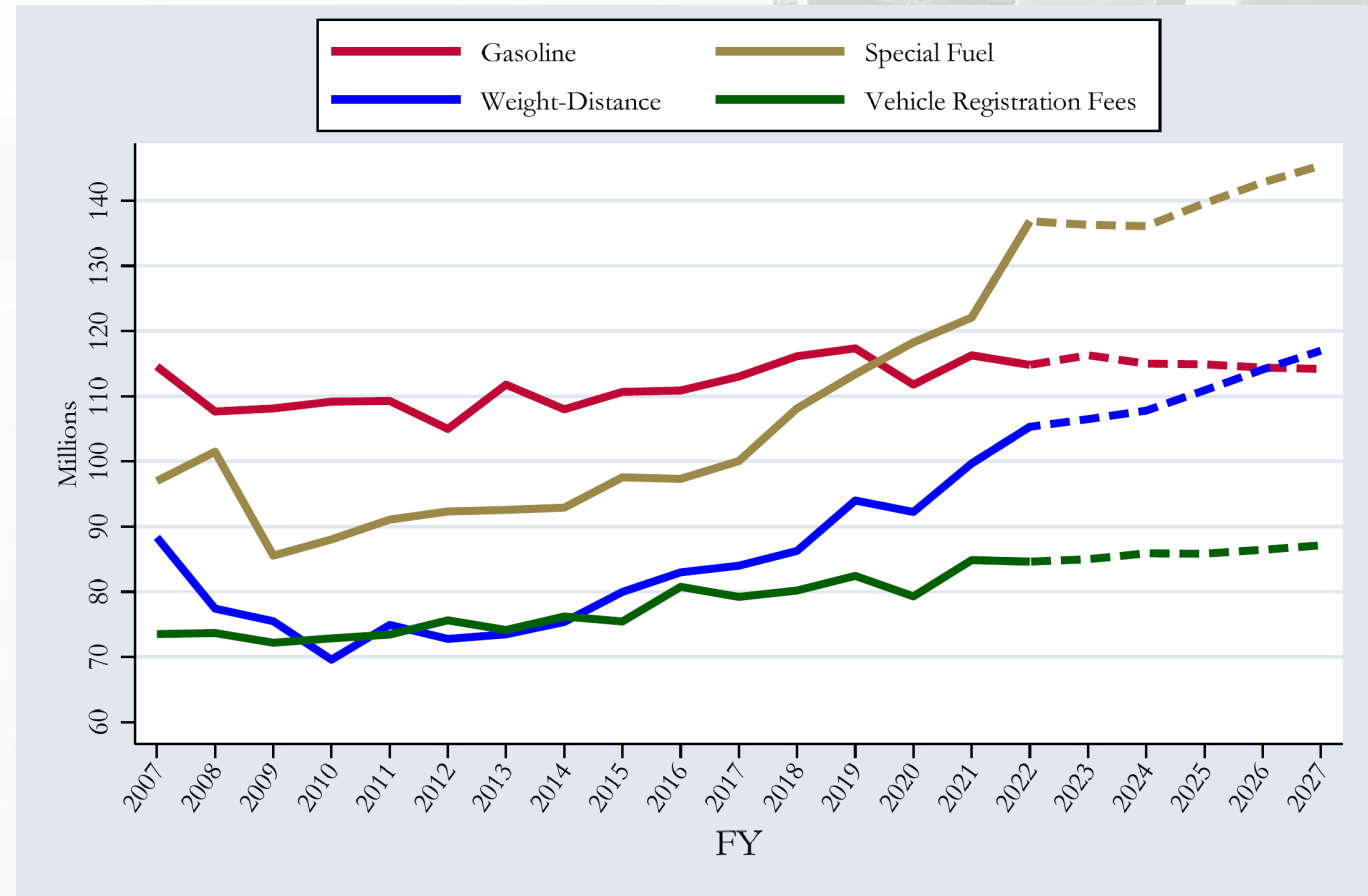
Major Road Fund Revenue Sources



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The table to the right shows trend data for the NMDOT's top four state revenue sources.

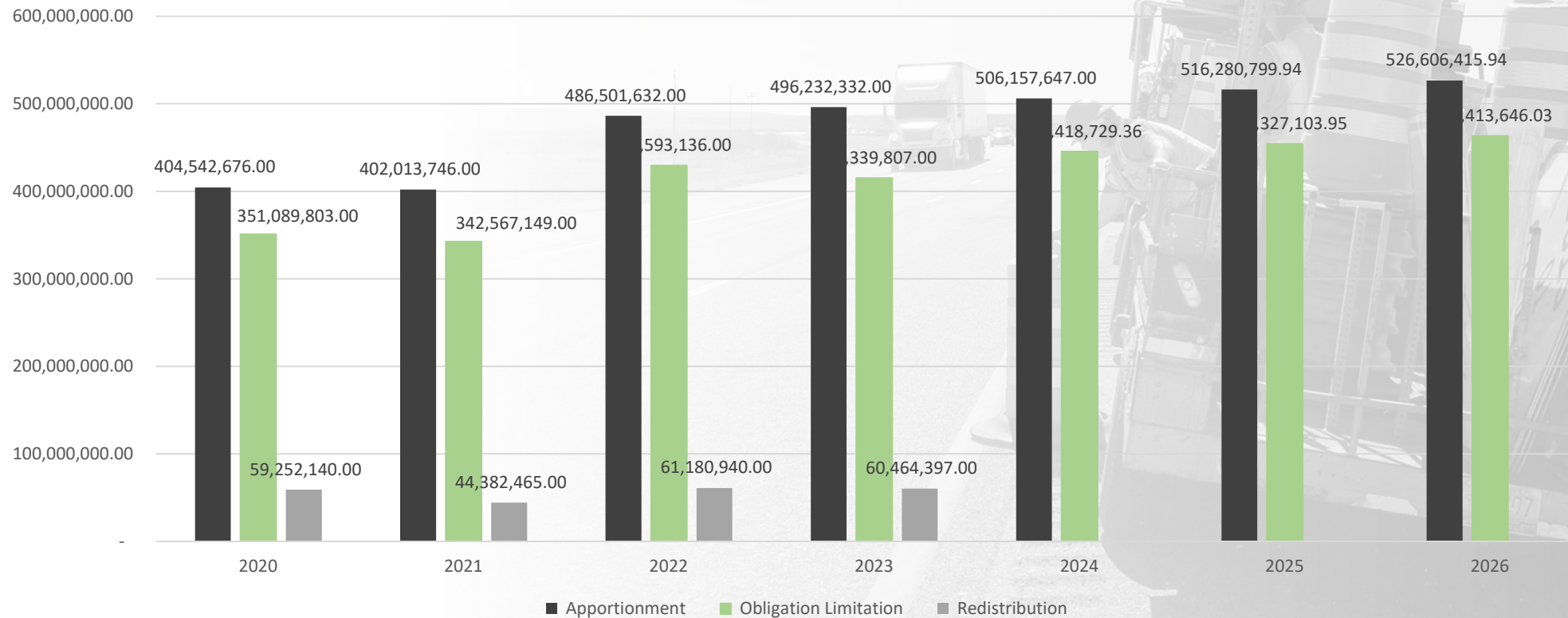
The fifth largest revenue source is Motor Excise Tax (~\$60M in FY24)



Federal Apportionment for New Mexico

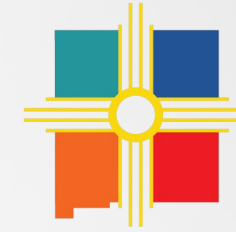


US DEPARTMENT OF TRANSPORTATION



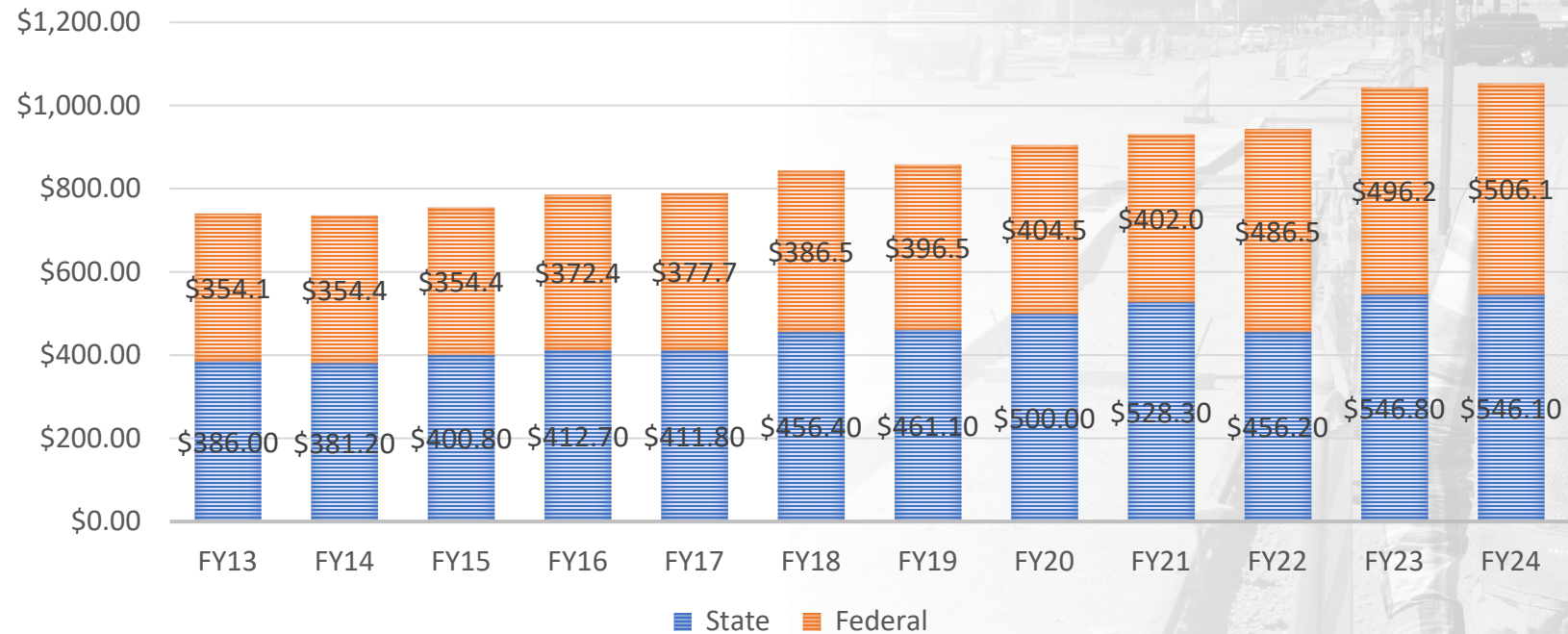
Each year the NMDOT receives its federal apportionment funding which comes with an identified obligation limit and a 20%* non-federal match requirement.

Operating Budget



New Mexico DEPARTMENT OF
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OP BUD REVENUE FY13 - FY24 IN MILLIONS



Non-recurring GF and ARPA Appropriations

Obligations through 12.6.2023

1	<u>Approp. Id</u>	<u>Laws</u>	<u>Original Budget</u>	<u>Revised Budget</u>	<u>Encumbrance</u>	<u>Expense</u>	<u>Remaining</u>	<u>% Committed</u>	<u>Bill Notes</u>
2	ZD1201	Laws of 2019	\$ 250,000,000.00	\$ 175,000,000.00	\$ 16,635,416.05	\$ 149,898,003.09	\$ 8,466,580.86	95%	HB2- Construction Projects
3	ZD1202	Laws of 2019	\$ 89,000,000.00	\$ 89,000,000.00	\$ 453,473.70	\$ 88,529,373.27	\$ 17,153.03	100%	HB2-Maintenance Projects
4	ZD5034	Laws of 2019	\$ 11,000,000.00	\$ 11,000,000.00	\$ 163,160.44	\$ 10,822,610.92	\$ 14,228.64	100%	HB2-Maintenance
5	ZD1203	Laws of 2019	\$ 50,000,000.00	\$ 50,000,000.00	\$ 688,750.00	\$ 49,311,250.00	\$ -	100%	HB2- Transportation Project Fund
6	Total- Laws of 2019		\$ 400,000,000.00	\$ 325,000,000.00	\$ 17,940,800.19	\$ 298,561,237.28	\$ 8,497,962.53	97%	
7									
8	ZE1201	Laws of 2020	\$ 180,000,000.00	\$ 135,000,000.00	\$ -	\$ 135,000,000.00	\$ -	100%	HB2- Maintenance Projects
9	Total- Laws of 2020		\$ 180,000,000.00	\$ 135,000,000.00	\$ -	\$ 135,000,000.00	\$ -	100%	
10									
11	ZF1201	Laws of 2021	\$ 170,000,000.00	\$ 170,000,000.00	\$ 25,670,739.49	\$ 71,404,639.10	\$ 72,924,621.41	57%	HB2- Construction Projects
12	ZF1202	Laws of 2021	\$ 121,000,000.00	\$ 121,000,000.00	\$ 36,956,409.93	\$ 82,995,355.32	\$ 1,048,234.75	99%	HB2- Transportation Project Fund
13	ZF1203	Laws of 2021	\$ 9,000,000.00	\$ 9,000,000.00	\$ 5,653,908.99	\$ 3,346,091.01	\$ -	100%	HB2- Aviation
14	Total- Laws of 2021		\$ 300,000,000.00	\$ 300,000,000.00	\$ 68,281,058.41	\$ 157,746,085.43	\$ 73,972,856.16	75%	
15									
16	ZF3520	Laws of 2021- SS	\$ 10,000,000.00	\$ 10,000,000.00	\$ 4,885,297.10	\$ 4,947,022.47	\$ 167,680.43	98%	ARPA- EV Stations
17	ZF3521	Laws of 2021- SS	\$ 10,000,000.00	\$ 10,000,000.00	\$ 8,876,412.00	\$ 1,123,588.00	\$ -	100%	ARPA- Aviation
18	ZF3522	Laws of 2021- SS	\$ 10,000,000.00	\$ 10,000,000.00	\$ 2,840,931.47	\$ 5,673,177.87	\$ 1,485,890.66	85%	ARPA- Litter Program
19	ZF3523	Laws of 2021- SS	\$ 142,500,000.00	\$ 142,500,000.00	\$ 39,238,798.08	\$ 935,899.76	\$ 102,325,302.16	28%	ARPA- Construction Projects
20	ZG9007	Laws of 2022	\$ 20,000,000.00	\$ 20,000,000.00	\$ 1,742,810.37	\$ 1,947,652.56	\$ 16,309,537.07	18%	ARPA- Rest Area Improvements
21	Total- Laws of 2021 SS		\$ 192,500,000.00	\$ 192,500,000.00	\$ 57,584,249.02	\$ 14,627,340.66	\$ 120,288,410.32	38%	
22									
23	ZG9001	Laws of 2022	\$ 5,000,000.00	\$ 5,000,000.00	\$ 1,800,000.00	\$ -	\$ 3,200,000.00	36%	HB2- Aviation
24	ZG9002	Laws of 2022	\$ 25,000,000.00	\$ 25,000,000.00	\$ 20,824,805.20	\$ 36,209.60	\$ 4,138,985.20	83%	HB2- I10/I40
25	ZG9003	Laws of 2022	\$ 5,000,000.00	\$ 5,000,000.00	\$ 4,900,000.00	\$ -	\$ 100,000.00	98%	HB2- Upgrade Airports
26	ZG9004	Laws of 2022	\$ 9,000,000.00	\$ 9,000,000.00	\$ 2,919,246.38	\$ 6,034,842.11	\$ 45,911.51	99%	HB2- Equipment
27	ZG9005	Laws of 2022	\$ 60,000,000.00	\$ 60,000,000.00	\$ 28,913,345.60	\$ 31,086,654.40	\$ -	100%	HB2- Transportation Project Fund
28	ZG9006	Laws of 2022	\$ 247,500,000.00	\$ 247,500,000.00	\$ 41,999,749.45	\$ 75,325,724.67	\$ 130,174,525.88	47%	HB2- Construction Projects
29	ZG9008	Laws of 2022	\$ 2,000,000.00	\$ 2,000,000.00	\$ -	\$ -	\$ 2,000,000.00	0%	HB2- Wildlife
30	Total- Laws of 2022		\$ 353,500,000.00	\$ 353,500,000.00	\$ 101,357,146.63	\$ 112,483,430.78	\$ 139,659,422.59	60%	
31									
32	ZH9001	Laws of 2023	\$ 55,000,000.00	\$ 55,000,000.00	\$ 35,837,206.00	\$ 3,594,945.00	\$ 15,567,849.00	72%	HB2- Aviation
33	ZH9004	Laws of 2023	\$ 306,000,000.00	\$ 232,000,000.00	\$ 36,425,169.38	\$ 17,695,206.21	\$ 177,879,624.41	23%	HB2- Construction
34	Total- Laws of 2023		\$ 361,000,000.00	\$ 287,000,000.00	\$ 72,262,375.38	\$ 21,290,151.21	\$ 193,447,473.41	33%	
35	GRAND TOTAL		1,787,000,000.00	1,593,000,000.00	317,425,629.63	739,708,245.36	535,866,125.01	66%	

HB2 ARPA Construction Appropriation



ARPA FUNDING				
District	Scope	Amount	Obligation Date	Completion Date
1	US 180 Expansion	\$ 29,000,000.00	Mar-24	Jul-25
3	Montgomery/ Comanche	\$ 61,500,000.00	Mar-24	*Aug- 25
4	NM 39	\$ 12,000,000.00	Jul-24	Jun-25
5	Pinion Hills Expansions	\$ 40,000,000.00	Nov-23	Mar-26
Grand Total		\$ 142,500,000.00		
* Indicates when ARPA could be expended. (Project Completion Date April 2027)				

In 2021 NMDOT received \$142M in ARPA funding for specified construction projects. Only one project is slated for completion by the FY25 reversion date. NMDOT requests the Legislature extend the reversion date to FY26.

NMDOT's Financial Capacity



The table below shows the sum of Op. Bud. plus Section 9 allocations for construction, equipment, litter and maintenance.

Given cost escalations over the past few years, the agency's financial capacity for construction and maintenance remains relatively consistent with FY20.

Revenue							
Fiscal Year	Op Budget	Section 9 Funding*	Avg. Cost Escalation	Escalation Costs	Earmark Projects	Pay Increases	Financial Capacity
FY24	\$1,271,289,400.00	\$232,000,000.00	20%	\$300,657,880.00	\$109,500,000.00	\$37,348,900.00	\$1,055,782,620.00
FY23	\$1,217,400,300.00	\$301,500,000.00	20%	\$303,780,060.00		\$26,505,100.00	\$1,188,615,140.00
FY22	\$1,015,997,600.00	\$322,500,000.00	20%	\$267,699,520.00		\$13,151,500.00	\$1,057,646,580.00
FY21	\$989,945,600.00	\$135,000,000.00	20%	\$224,989,120.00		\$10,606,300.00	\$889,350,180.00
FY20	\$920,307,500.00	\$275,000,000.00	20%	\$239,061,500.00		\$5,026,300.00	\$951,219,700.00
Revenue							
Fiscal Year	Op Budget	Section 9 Funding	Motor Excise Tax	Avg. Cost Escalation	Escalation Costs	Est. Pay Increase	Financial Capacity
FY25	\$1,203,800,000.00	\$300,000,000.00	\$145,000,000.00	20%	\$300,760,000.00	\$37,348,900.00	\$1,310,691,100.00
*Construction, Equipment, Litter, Rest Areas, Maintenance							
**Assumes an increase = average of previous 5 years							

Section 9 Funding Priorities



Section 9: Special Transportation Appropriations. –The following amounts are appropriated from the general fund and other state funds to the department of transportation for the purposes specified. Unless otherwise indicated, the appropriation may be expended in fiscal year 2024 and subsequent fiscal years. Unexpended balances of the appropriations remaining at the end of fiscal year 2028 shall revert to the general fund.

(1) DEPARTMENT OF TRANSPORTATION

For right-of-way acquisitions, planning, study, design and construction, field supplies, roadway rehabilitation, prevention maintenance, roadway maintenance, reconstruction, or new construction. Funds appropriated in this section may be used to match state funds or federal funds and may be used for:

	Project	Amount Requested
District 1	NM 213 and NM 404 Interchange	\$45 million
District 2	US 380 from Roswell to Texas State Line	\$45 million
District 3	Rio Bravo	\$107 million
District 4	I-25/US 64 in Raton to Clayton Interchange Exit 451	\$25 million
District 5	I-25 Cerrillos Road to Eldorado Exit	\$40 million
District 6	I-40 Bridge east of Gallup	\$62.8 million

Since 2019, legislators have worked throughout the session to secure non-recurring GF to support a Section 9 appropriation.

During the 2024 Legislative Session, the goal is to include NMDOT's Section 9 request within the Governor's Budget recommendation.

Increase to Motor Excise Tax Distributions



In 2023, the Legislature considered legislation to increase distributions to the State Road Fund (SRF) and the Transportation Project Fund (TPF). The NMDOT is working on similar legislation that will increase SRF revenues by about \$145M.

		FY24 Motor Excise Tax Distributions				
				7/1/2024 (Proposed Legislative Priority)		
Program	7/1/2023		7/1/2024 (Proposed Legislative Priority)			
	Current Rate	Current Distribution	New Rate	New Distribution	Diff.	
State Road Fund	21.86%	\$60,071,280.00	75.00%	\$206,100,000.00	\$146,028,720.00	
TPF	18.75%	\$51,525,000.00	25.00%	\$68,700,000.00	\$17,175,000.00	
General Fund	59.39%	\$163,203,720.00	0%	\$0.00	-\$163,203,720.00	
	100.00%	\$274,800,000.00	100.00%	\$274,800,000.00		

Priority for the additional SRF resources is maintenance in all six transportation districts.

Capital Funding Priorities



Priority	Funding Type	Request
For the purchase of equipment statewide	Capital Outlay	\$10M
For hydrogen fueling stations consistent with the Future of Transportation bill package	Capital Outlay	\$40M
For statewide electric vehicle infrastructure build-out, including state agencies, and local government partnerships	Capital Outlay	\$55M
To complete the assessment, design, planning, bidding, and construction of NMDOT Facility renovations and repairs statewide which include eighty-two (82) Patrol yards, three (3) District Offices (3) and twelve (12) Ports of Entry.	Capital Outlay	\$25M

Historically, NMDOT has not received Capital Outlay funds for its facilities maintenance and repairs.

NMDOT's current ICIP totals \$130 and includes equipment, EV infrastructure and hydrogen fueling stations.

Department of Transportation

FY25 Budget Request: \$1,216.0 billion, a \$55.3 million decrease from the FY24 Operating Budget.

This appropriation is supported by (Revenues)

1. \$549.1 million of State Road Fund (SRF).
2. \$551.7 million of Federal Revenue.
3. \$101.4 million of Restricted Revenue.
4. \$9.8 million Transfer from TRD and DFA.
5. \$4.0 million General Fund.

Program Budget

- Project, Design & Construction (P562)- \$785.2 million.
- Highway Operations (P563)- \$295.0 million.
- Business Support (P564)- \$50.2 million.
- Modal (P565)- \$85.5 million.

FY25 Request VS. FY24 Operating Budget

1. State Road Fund increased by \$548 thousand.
2. Federal Revenue increased by \$17.6 million.
3. Restricted Revenue increased by \$4.2 million.
4. Transfers In's decreased by \$500 thousand.
5. Elimination of \$81.2 million of SRF and Restrict Fund Balance.
6. First time requesting General Fund by \$4.0 million for PRC transfer.

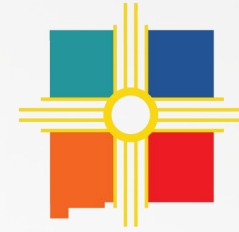
	A	B	C
	FY24 Operating Budget	FY25 Budget Request	Dollar Change (B-A)
1 Expenditures			
2 200 - Personal Services and Employee Benefits	\$215,135.5	\$217,146.9	\$2,011.4
3 300 - Contractual Services	\$607,859.4	\$654,032.9	\$46,173.5
4 400 - Other	\$448,294.5	\$344,785.6	(\$103,508.9)
5 500 - Other Financing Uses	\$0.0	\$0.0	\$0.0
6 Total Expenditures	\$1,271,289.4	\$1,215,965.4	(\$55,324.0)
9 Revenues			
10 State Revenues			
11 State Road Fund (SRF)	\$548,530.0	\$549,078.0	\$548.0
12 General Fund			
13 Highway Infrastructure Fund (HIF) -- Restricted	\$9,515.0	\$8,474.0	(\$1,041.0)
14 State Infrastructure Bank (SIB) -- Restricted	\$0.0	\$0.0	\$0.0
15 Local Government Road Fund (LGRF) -- Restricted	\$27,978.0	\$28,240.0	\$262.0
16 Transportation Project Fund (TPF)- Restricted	\$51,540.0	\$53,800.0	\$2,260.0
17 State Aviation Fund -- Restricted	\$6,290.0	\$9,490.0	\$3,200.0
18 Transportation/Traffic Safety Funds -- Restricted	\$1,860.0	\$1,407.0	(\$453.0)
19 Total State Revenues	\$645,713.0	\$650,489.0	\$4,776.0
20 Other Revenues			
21 Transfers from Other State Agencies	\$10,300.0	\$9,800.0	(\$500.0)
22 Other Revenues	\$10,300.0	\$9,800.0	(\$500.0)
23 Restricted Fund Balances			
24 State Infrastructure Bank	\$0.0	\$0.0	\$0.0
25 Aviation Fund	\$5,255.0	\$0.0	(\$5,255.0)
26 Traffic Safety	\$8.5	\$0.0	(\$8.5)
27 Local Government Road Fund	\$0.0	\$0.0	\$0.0
28 HIF	\$4,756.0	\$0.0	(\$4,756.0)
29 WIPP	\$0.0	\$0.0	\$0.0
30 State Road Fund Balances	\$71,141.3	\$0.0	(\$71,141.3)
31 Total Fund Balances	\$81,160.8	\$0.0	(\$81,160.8)
32 General Funding			
33 General Fund	\$0.0	\$4,000.0	\$4,000.0
34 Total General Fund	\$0.0	\$4,000.0	\$4,000.0
35 Federal Funding Estimates			
36 FHWA Funding	\$498,720.0	\$516,280.8	\$17,560.8
37 National Highway Traffic Safety Administration	\$15,948.1	\$15,948.1	\$0.0
38 Waste Isolation Pilot Plant (WIPP)	\$0.0	\$0.0	\$0.0
39 Federal Transit Administration (FTA)	\$19,447.5	\$19,447.5	\$0.0
40 Total Federal Revenues	\$534,115.6	\$551,676.4	\$17,560.8
41 Total Revenues	\$1,271,289.4	\$1,215,965.4	(\$55,324.0)

Other Legislative Priorities



The NMDOT is currently working with exec. leaders on a strategy for pursuing the following legislative priorities.

- HB2 language that provides GF support for legislative pay increases
- Non-recurring GF for litter pickup and statewide beautification projects
- Appropriation to the Rural Air Service Enhancement fund
- Appropriation to the Wildlife Corridor fund
 - Implementation of the Wildlife Corridor plan
- \$4 Million in Recurring GF to support transfer of the Transportation Regulation Division
- Critical statutory changes needed for Transportation Regulation Division transfer
 - Revisions to Motor Carrier Act Chapters 65, and 67 NMSA 1978
- Re-run HB271 – Increase threshold for car accident requiring reports



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Questions/Requests

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