

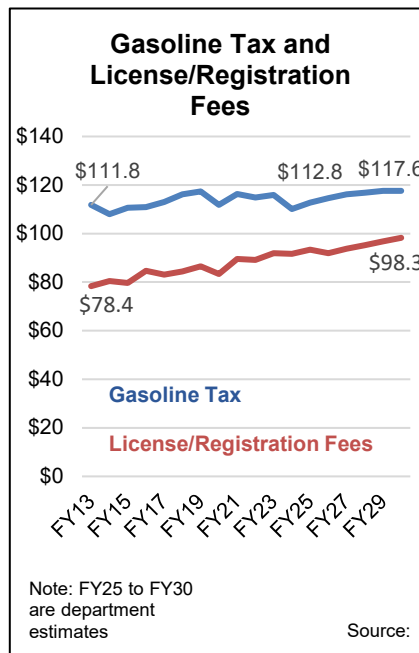
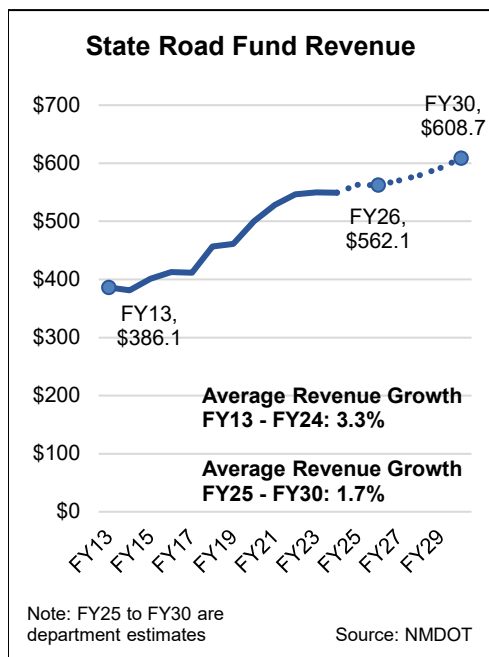
Topic Area: Transportation

[NMDOT Performance Dashboard](#)



NMDOT reports an overall deterioration of the state’s roads, with the 2024 annual road condition survey noting the lowest ratings in recent history. These ratings come at a time when the Legislature has been supplementing taxes and fees deposited into the state road fund with other revenue sources. With slowing general fund growth projected in future years, the Legislature may not always have the flexibility to dedicate nonrecurring general fund resources to supplement transportation taxes and fees.

Key Data



- NMDOT is projecting low growth in state road fund revenues, with average annual growth of 1.7 percent expected between FY25 and FY30.
- From FY13 through FY26, NMDOT reports average annual road fund growth of 3.3 percent. However, this increase is largely due to the dedication of motor vehicle excise tax revenue to the state road fund in FY20. Without this additional revenue, average growth would have been 2.2 percent.
- The department reports gasoline tax revenue, once the largest source of NMDOT funds, have largely stagnated over the last decade and are expected to show minimal growth in the future. Over the long term, as consumers shift to more fuel efficient vehicles or to vehicles that do not use gasoline, the department will need to find an alternative revenue source for road costs.

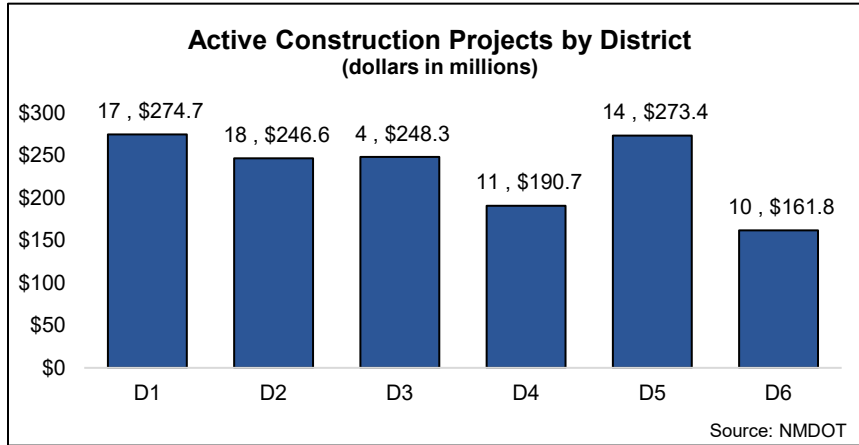
Performance Challenge: Managing Transportation Investments

NMDOT maintains a multi-year financial plan for current and upcoming projects known as the Statewide Transportation Improvement Program (STIP), which is required by federal regulations. NMDOT’s current STIP includes 709 projects with a total cost estimate of \$4 billion. An additional 50 projects worth more than \$1.1 billion are included as “informational” items, identifying future projects for which the department has not yet assigned a specific funding source. Almost 400 current and future projects on the STIP are NMDOT-led projects.

The department’s budget for construction projects comes from several sources. The department’s operating budget includes \$574 million for road construction projects, with about 80 percent of this total coming from federal funds and 20 percent from the state road fund to provide required matching funds for projects. In addition, in recent years the Legislature has supplemented operating budget appropriations with other sources, with \$975 million from the

general fund and severance tax bond proceeds directed to road construction projects since 2020. See Attachment 1 for a status report on currently active nonrecurring appropriations.

Key Data



- NMDOT reports a total of 74 active construction projects led by the department on roads throughout the state. These projects have a collective value of almost \$1.4 billion, based on the contractor’s bid.
- 23 of the 74 projects have a cost of more than \$20 million; 6 projects cost more than \$40 million.
- Performance measures for NMDOT focus on the department’s ability to put projects out to bid on time and to complete projects on time and on budget.
- Over the longer term, the department has improved its ability to put projects out to bid on time, but fewer projects were put to bid on time in FY24 and FY25 than in FY22 and FY23.
- Attachment 2 includes a schedule for major infrastructure projects. Since the most recent LegisStat hearing, a number of projects experienced slight delays, and several new projects were added.

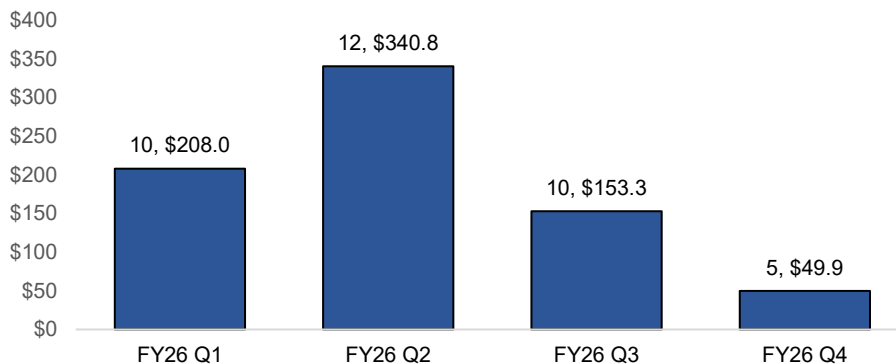
On-Time Project Performance and Cost-Over-Bid by Quarter

	Annual Total			Target		
	On Time Letting	On Time Complete	On Budget	On Time Letting	On Time Complete	On Budget
FY20	75%	92%	1.00%	67%	88%	3%
FY21	77%	94%	1.80%	67%	88%	3%
FY22	98%	91%	1.15%	67%	88%	3%
FY23	98%	85%	2.00%	75%	88%	3%
FY24	93%	78%	1.00%	75%	88%	3%
FY25	88%	94%	1.00%	75%	88%	3%



Source: NMDOT Performance Reports

NMDOT FY26 Letting Schedule by Quarter
Number of Projects and Estimated Cost
Cost in Millions



Note: Cost estimates are based on the Statewide Transportation Improvement Program estimated construction costs, not including preliminary engineering or right-of-way costs.

Source: LFC Files

- NMDOT maintains a one year “letting schedule” to assist the contracting community with planning and preparing to bid on NMDOT projects.
- For FY26, the schedule includes 37 projects with a total estimated cost of \$752 million, significantly than the amount in NMDOT’s operating budget.
- The significant increase reflects the additional resources made available from the 2024 authorization of severance tax bonds for NMDOT projects, with \$320 million authorized.

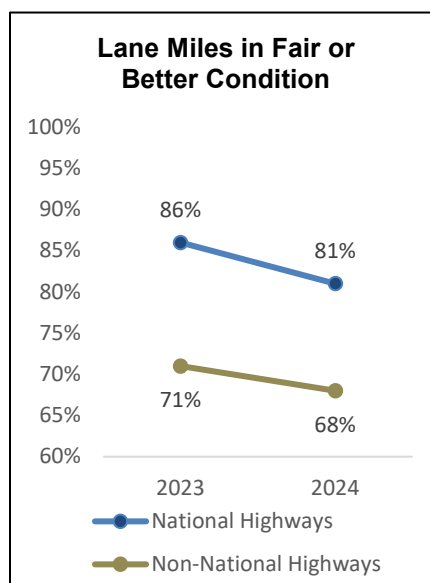
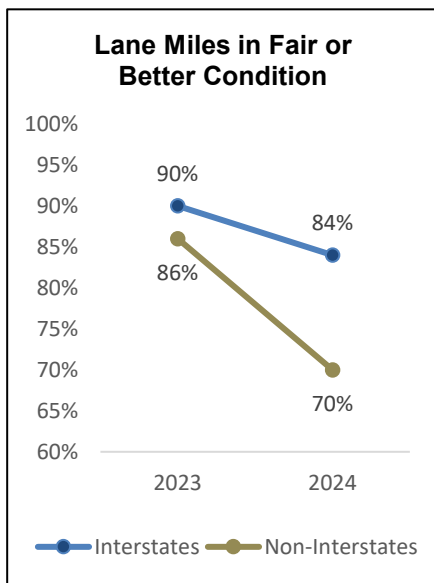
Severance Tax Bond Projects
(in thousands)

Road	Project	STBs	Total Cost
I-25	Pavement Rehabilitation, Near Santa Fe	\$12,200	\$46,606
NM-213	Interchange Improvements at NM-404	\$45,000	\$68,779
I-40	Corridor Drainage Improvement, Near Church Rock	\$62,800	\$68,272
NM-500	Rio Bravo Bridge Replacement	\$107,000	\$130,033
NM-128	NM-128 Reconstruction, Phase 2	\$40,000	\$55,283
US-380	Corridor Improvements, Priority 2	\$45,000	\$48,000
Total		\$312,000	\$416,972

Source: Statewide Transportation Improvement Program; NMDOT

Note: Project costs excludes preliminary engineering and right-of-way acquisition costs.

- Two projects, the Rio Bravo Bridge replacements and improvements to US-380 were let in late FY25, while other projects will be let in the fall of FY26.
- Attachment 3 includes an overview of NMDOT's letting schedule for FY26 and FY27. In total, the department expects to let projects valued at \$1.5 billion, although the department reports \$294 million in funding shortfalls for these projects, mostly for projects scheduled to let near the end of FY27.



Source: NMDOT Performance Reports

- NMDOT's 2024 road condition survey reports a significant pullback in the number of miles of road in fair or better condition. Notably, the amount of non-interstate miles in fair or better condition fell by 19 percent, from 86 percent to 70 percent.
- According to the road condition survey, every category of road is in poorer condition than at any point in recent history.

NMDOT Pavement Preservation by Quarter

	Q1	Q2	Q3	Q4	Total	Target
FY20	1,228	1,039	331	1,372	3,970	2,750
FY21	1,418	1,040	385	1,009	3,852	3,000
FY22	2,031	1,304	205	833	4,373	3,000
FY23	907	983	264	1,236	3,390	3,500
FY24	999	2,025	1,117	882	5,023	3,500
FY25	1,398	1,325	134	1,031	3,888	3,500

Year-over-Year Increase	Year-over-Year Decrease
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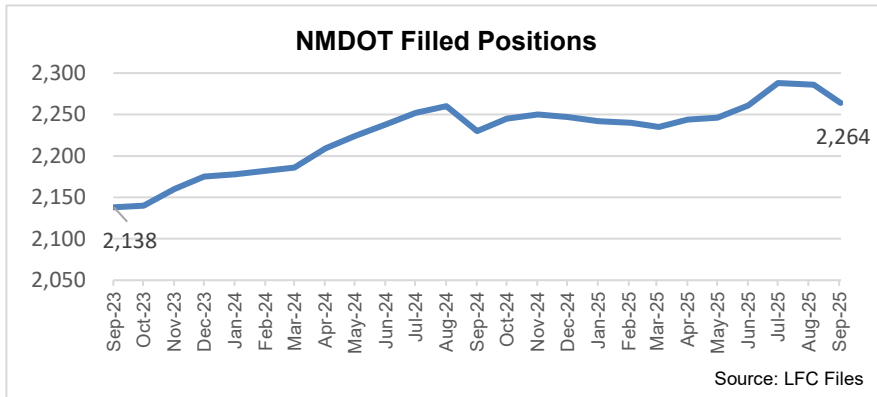
Source: NMDOT Performance Reports

- Despite the deterioration in road condition, the department has consistently beaten performance measure targets for pavement preservation.
- In FY24, the department exceeded the performance target for preservation by more than 1,500 miles.
- Given the recently reported deterioration, the current target of 3,500 may be insufficient to maintain road quality,

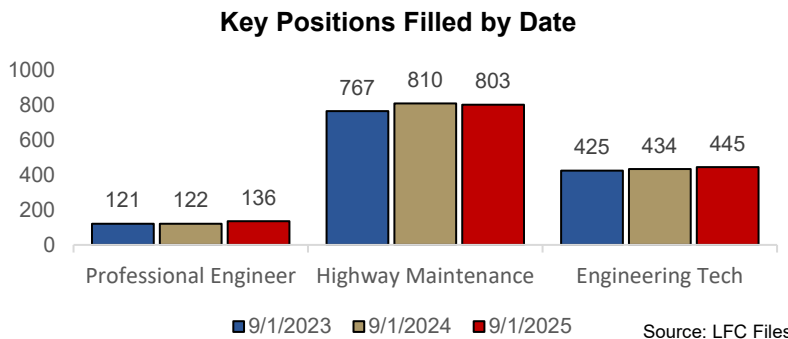
Performance Challenge: Maintaining a Qualified and Skilled Staff

NMDOT has identified maintaining a qualified and skilled staff as critical to addressing road and infrastructure needs. Prior LegisStat hearings have occurred shortly after a spike in NMDOT’s vacancy rate, with the reported rate rising to 20 percent in FY23. Since then, NMDOT has been successful at recruiting and retaining for targeted positions, including professional engineers, engineering technicians, and highway maintenance workers, reducing the vacancy rate below 15 percent.

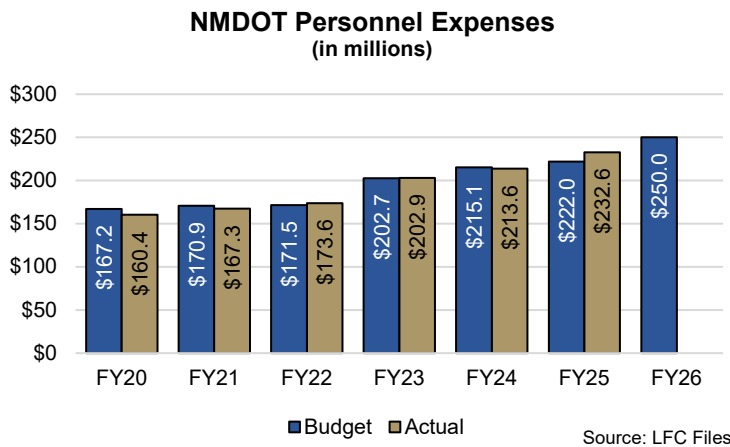
Key Data



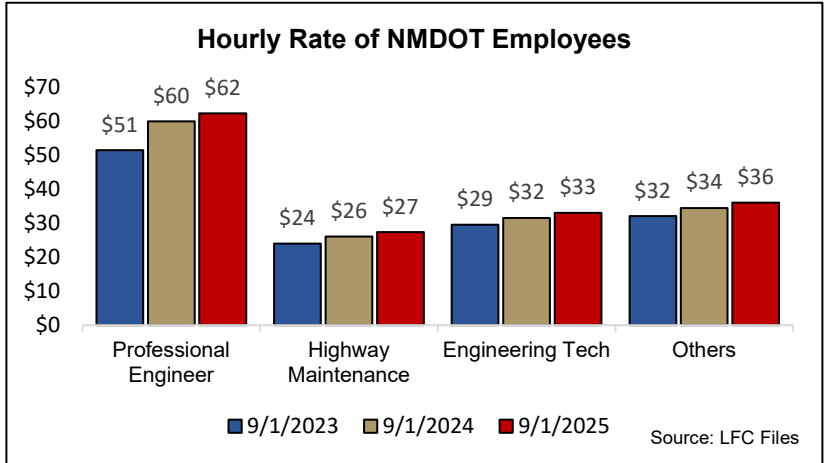
- Between September 2023 and September 2025, data from the State Personnel Office indicates the number of filled positions at NMDOT has risen by 6 percent, with 126 more positions filled in FY26.



- Key areas of focus identified by the department for recruitment and retention have been engineering professionals, engineering technicians, and highway maintenance workers.
- Between September of 2023 and September of 2025, NMDOT added 15 professional engineers, 20 engineering technicians, and 36 highway maintenance workers.



- Personnel increases have come with additional costs. Overall, personnel costs have increased in recent years, through a combination of higher pay, more expensive benefits, and additional personnel.
- NMDOT’s personnel costs grew by 45 percent between FY20 and FY25, an increase of \$72.2 million, accounting for 65 percent of additional road fund revenue raised over that same period.

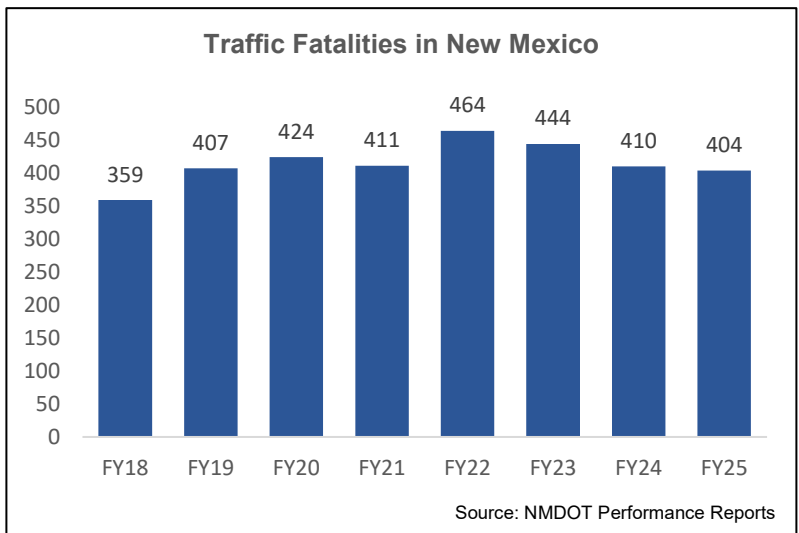


- One key driver of recruitment and retention has been salary enhancements. Average pay for professional engineers is up 21 percent between FY24 and FY26, likely contributing to the increased headcount, with vacancy rates among those positions dropping from 35 percent to 27 percent.
- Highway maintenance workers likewise saw an above average increase, with a 14 percent increase.
- Engineering technicians have seen a smaller increase in average pay, with a 12 percent increase. Other NMDOT’s staff have likewise seen a 12 percent increase.

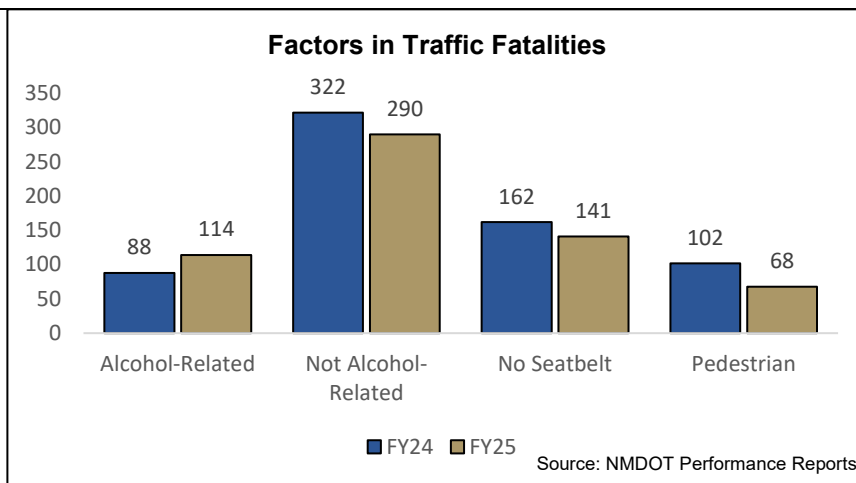
Performance Challenge: Providing Safe Roads for the Traveling Public

The ultimate goal of NMDOT is to provide safe roads for the traveling public. New Mexico has among the highest number of motor-vehicle related fatalities in the country and the highest rate of fatalities for pedestrians involved in motor vehicle crashes. Using federal data from 2023, the Insurance Institute of for Highway Safety reports 437 fatalities in New Mexico, or about 1.55 deaths per 100 million vehicle miles traveled, well above the 1.26 deaths per 100 million vehicle miles traveled nationally. Were New Mexico to have the national rate of motor vehicle fatalities, 83 fewer deaths would occur on New Mexico’s highways.

Key Data



- Initial data from FY25 shows a decline in fatalities in FY25, with 404 traffic fatalities versus 410 in FY24. However, fatality data is reported as it is received by the department and numbers could increase as additional data is collected. However, the number is likely to be less than the highs seen in FY22.
- New Mexico has typically been below the target for number of alcohol-related fatalities but above the target in other areas, including the use of seatbelts and pedestrian fatalities. Several national groups have found New Mexico to have the worst rate of pedestrian fatalities in the country.



- FY25 data for pedestrian fatalities currently appears to be well below prior year levels, due in large part to below average fatalities in the 3rd and 4th quarter of FY25. While future revisions to the data could increase this number, the significant decrease is promising.

Suggested Questions

1. How does the department account for deteriorating road conditions on the 2024 road condition survey, particularly for roads that are not part of the national highway system? Does meeting or exceeding pavement preservation targets improve these reported number?
2. Are departmental construction costs still rising at the levels seen post-pandemic? What is the department's projection of year-over-year cost increases for 2027 and 2028.
3. Does the department have a budget target for projects it intends to put out to bid in FY27? Similarly, how much is the department requesting for road maintenance projects in FY27?
4. The department has recently increased pay for professional engineers, which has led to an improved vacancy rate in that area. Has the department noted other areas with high vacancies where the department is unable to attract and retain employees
5. Over time, how much state road fund revenue has been used by the department for operational costs, such as personnel, versus road construction and maintenance costs? As operational costs have increased with limited additional revenue, has the share of the department's budget for road construction and maintenance fallen?
6. The department saw a spike in traffic fatalities beginning in FY22, which is now starting to decrease. Is there an explanation for why traffic fatalities spiked and, if so, how can that inform future efforts to reduce fatality rates further.
7. Enforcement of traffic laws is a key part of the "safe systems" approach to reducing traffic fatalities. How had NMDOT partnered with law enforcement to improve traffic safety?

Special Transportation Appropriations, 2021 to 2025

Year	Type	Appropriation	Expended	Encumbered	Remaining ¹	Reversion Date
2021	for state roads, MIPS	\$170,000,000	\$128,213,352	\$33,203,292	\$8,583,355	6/30/2026
2021	for local roads	\$121,000,000	\$121,000,000	\$0	\$0	6/30/2025
2021	for essential air service	\$9,000,000	\$8,761,959	\$238,000	\$41	6/30/2026
	Subtotal: 2021	\$300,000,000	\$257,975,311	\$33,441,292	\$8,583,397	6/30/2025
2021 Sp.	for state roads, MIPS	\$142,500,000	\$109,287,873	\$33,212,127	\$0	6/30/2027
2021 Sp.	for roadway beautification	\$10,000,000	\$9,963,931	\$0	\$36,069	6/30/2027
2021 Sp.	for regional airports	\$10,000,000	\$9,079,151	\$0	\$920,849	6/30/2027
2021 Sp.	for electric vehicle charging	\$10,000,000	\$9,686,282	\$0	\$313,718	6/30/2027
	Subtotal: 2021 Special	\$172,500,000	\$138,017,237	\$33,212,127	\$1,270,636	6/30/2025
2022	for state roads, MIPS	\$247,500,000	\$174,756,334	\$27,322,716	\$45,420,950	6/30/2026
2022	for I-40/I-10 Planning	\$25,000,000	\$11,152,948	\$10,696,657	\$3,150,395	6/30/2026
2022	for regional airports	\$5,000,000	\$4,380,297	\$619,703	\$0	6/30/2025
2022	for equipment/district offices	\$9,000,000	\$9,000,000	\$0	\$0	6/30/2025
2022	for the transportation project fund	\$60,000,000	\$60,000,000	\$0	\$0	6/30/2025
2022	for rest area improvements	\$20,000,000	\$12,204,399	\$0	\$7,795,601	6/30/2027
2022	for essential air service	\$5,000,000	\$4,594,524	\$0	\$405,476	6/30/2026
2022	for wildlife corridors	\$2,000,000	\$1,975,712	\$0	\$24,288	6/30/2025
	Subtotal: 2022	\$373,500,000	\$278,064,215	\$38,639,076	\$56,796,709	6/30/2025
2023	for regional airports	\$55,000,000	\$24,883,467	\$30,080,372	\$36,161	6/30/2026
2023	for state roads, MIPS	\$232,000,000	\$123,862,510	\$50,790,024	\$57,347,466	6/30/2026
2023	for wildlife corridors	\$5,000,000	\$270,171	\$1,469,812	\$3,260,017	6/30/2026
2023	for ports of entry ²	\$7,000,000	\$2,593,754	\$732,997	\$3,673,249	6/30/2026
	Subtotal: 2023	\$299,000,000	\$151,609,902	\$83,073,204	\$64,316,894	6/30/2026
2024	for wildlife corridors	\$5,000,000	\$0	\$0	\$5,000,000	6/30/2027
2024	for roadway beautification	\$10,000,000	\$6,557,888	\$2,837,059	\$605,052	6/30/2027
2024	for road projects	\$70,000,000	\$33,263,790	\$9,858,512	\$26,877,698	6/30/2027
2024	for road maintenance	\$120,000,000	\$93,491,506	\$13,200,840	\$13,307,655	6/30/2027
2024	for rural air service	\$15,000,000	\$2,438,487	\$12,561,513	\$0	6/30/2027
2024	study ignition interlock requirements	\$600,000	\$0	\$0	\$600,000	6/30/2026
2024	Severance Tax Bond Projects	\$320,000,000	\$159,406	\$142,339,862	\$177,500,732	
	Subtotal: 2024	\$540,600,000	\$135,911,077	\$180,797,786	\$223,891,137	6/30/2027
2025	for Las Cruces and Gallup airports	\$4,500,000	\$0	\$2,500,000	\$2,000,000	6/30/2028
2025	to purchase heavy equipment	\$12,000,000	\$0	\$0	\$12,000,000	6/30/2028
2025	for roadway beautification	\$8,000,000	\$364,885	\$737,473	\$6,897,643	6/30/2028
2025	for road maintenance statewide	\$65,000,000	\$3,849	\$33,403,019	\$31,593,132	6/30/2028
2025	for rural air service	\$12,000,000	\$0	\$10,000,000	\$2,000,000	6/30/2028
2025	for the transportation project fund	\$38,000,000	\$0	\$0	\$38,000,000	6/30/2028
2025	for the wildlife corridors fund	\$50,000,000	\$0	\$0	\$50,000,000	6/30/2028
	Subtotal: 2025	\$189,500,000	\$368,734	\$46,640,491	\$142,490,775	
	Grand Total	\$1,875,100,000	\$961,946,476	\$415,803,977	\$497,349,547	6/30/2026

Source: LFC Files

¹The "remaining" column displays the amount not currently under a contract or grant agreement. NMDOT typically assigns these unencumbered amounts to specific projects.

²The appropriations for ports of entry is from the weight distance tax identification permit fund.

Note: Highlighted lines were reauthorized at the 2025 legislative session.

Project Schedules for Select Major Infrastructure Projects

District	Project	Estimated Cost	30% Design	60% Design	90% Design	Letting Date	Construction Start	Estimated Finish	Change from October 2024
1	NM 213/NM 404 Interchange Improvements	\$69,247,469	Jul-23	Nov-24	May-25	Oct-25	Jan-26	Winter 2027	Letting delayed by 3 month; completion on track
1	NM 213 Widening Project	\$56,564,862	Jul-23	Nov-24	Apr-25	Oct-25	Jan-26	Summer 2027	New Project
1	I-10 Exit 24 (Lordsburg) Bridge Replacement #7301	\$30,000,000	May-25	Jul-25	Nov-25	Oct-26	Jan-26	Summer 2027	New Project
1	I-25 Nogal Canyon Bridge Replacement #6776, 6777	\$146,000,000	Nov-25	Feb-26	May-26	Oct-26	Jan-26	Winter 2027	New Project
2	NM-128 Reconstruction, Phase 1	\$49,719,161	Apr-24	Aug-24	Jan-25	Jun-25	Nov-25	Spring 2028	Initial bids higher than expected
2	NM-128 Reconstruction, Phase 2	\$50,000,000	Aug-24	Jan-25	Jun-25	Oct-25	Jan-26	Winter 2027	Completion on track
2	Downtown Clovis Construction Phase II	\$41,928,832	Apr-17	Apr-18	Sep-18	Jul-26	Oct-26	Summer 2029	End date delayed from Fall 2028
2	NM 31 Construction Phase I	\$49,000,000	Oct-20	Oct-21	Oct-25	Dec-27	Mar-28	Winter 2030	New Project
2	Downtown Texico Reconstruction	\$91,326,735	Spring 2026	Spring 2027	Winter 2027	Mar-28	Summer 2028	Summer 2031	New Project
3	I-40 Carnuel Bridge Replacement		Winter 2025	Spring 2026	Summer 2026	Oct-26	Jan-27	Winter 2029	New Project
3	I-25 and Gibson Interchange	\$150,000,000	Spring 2026						Funding for project not identified.
4	I-25 and US-64/87 Interchange	\$27,300,000	Aug-23	May-25	Aug-25	Mar-26	Jun-26	Winter 2028	End delayed from Fall 2028
4	NM-104, Conchas Bridge Replacement	\$20,000,000	Jul-25	Oct-25	Feb-26	Oct-26	Dec-26	Winter 2029	New Project
5	I-25 Pavement Rehabilitation, Near Santa Fe	\$46,300,000	Mar-23	Aug-23	Jun-24	Sep-25	Dec-25	Winter 2027	New Project
5	US-64, Phase IV	\$49,900,000	Feb-21	Dec-24	Mar-25	TBD	Winter 2026	Winter 2028	New Project
5	US-64 Safety Improvements, Shiprock	\$34,500,000	Mar-22	Nov-22	Jul-24	Oct-26	Jan-27	Winter 2029	New Project
5	US 64, Phase V	\$33,900,000	Feb-21	Dec-25	May-26	Dec-26	Mar-27	Winter 2029	New Project
6	I-40 Corridor Drainage Improvement, Near Church Rock	\$68,272,239	Jun-24	Sep-24	Mar-25	Sep-25	Dec-25	Winter 2028	Project on track
6	I-40 Over Rio Puerco Bridge Replacement	\$49,155,933	Apr-23	Mar-24	Mar-25	Oct-26	Jan-27	Winter 2029	Project delayed from Spring 2027
6	Allison Road Corridor, Part A	\$47,700,000	Jun-21	Oct-21	Summer 2026	Apr-28	Aug-28	Winter 2031	New Project

Source: NMDOT

Date Moved Up from October 2024
Date Moved Back from October 2024

NMDOT Construction Schedule, FY26 and FY27

(in thousands)

	District	Road	Letting	Project	Federal Funds	State Road Fund	General Fund	Other State Funds	Other Fund	Total	Reported Shortfall
1	D1	NM-273	FY26 Q1	Airport Road Intersection Lighting	\$582.7	\$67.3				\$650.0	
2	D1	NM-213	FY26 Q2	Interchange Improvements at NM-404	\$19,008.2	\$3,239.2	\$1,531	\$45,000		\$68,778.6	
3	D1	NM-213	FY26 Q2	Widening Project	\$29,800.4	\$5,078.4	\$24,475			\$59,353.6	
4	D1	I-25 BL-11	FY26 Q2	I-25 Business Loop 11 Road Diet	\$652.5	\$72.5				\$725.0	
5	D1	I-25	FY26 Q2	Pavement Preservation, Truth or Consequences	\$17,088.0	\$2,912.0				\$20,000.0	
6	D1	I-25	FY26 Q3	Pavement Preservation, South of Williamsburg	\$8,544.0	\$1,456.0				\$10,000.0	
7	D1	I-25	FY26 Q3	Safety Improvements	\$2,295.0	\$255.0				\$2,550.0	
8	D1	NM-26	FY26 Q3	Corridor Safety Improvement Project	\$2,340.0	\$260.0				\$2,600.0	
9	D1	I-25	FY26 Q3	Pavement Rehabilitation, South of San Antonio	\$23,923.2	\$4,076.8				\$28,000.0	
10	D1	I-25	FY27 Q1	Bridge Improvements Near Las Palomas	\$7,493.1	\$1,276.9				\$8,770.0	
11	D1	NM-320	FY27 Q1	Bridge Replacement, Las Cruces	\$2,306.9	\$393.1				\$2,700.0	
12	D1	I-10	FY27 Q1	Bridge Replacements, Mesilla Park	\$22,453.7	\$3,806.3				\$26,260.0	
13	D1	US-180	FY27 Q1	Silver City Safety Improvements, Phase II	\$5,491.0	\$610.1				\$6,101.1	
14	D1	I-10	FY27 Q2	Lordsburg Bridge Project (Exit 24)	\$25,632.0	\$4,368.0				\$30,000.0	
15	D1	I-25	FY27 Q2	Major Pavement Rehabilitation, Southeast of Rincon	\$18,070.6	\$3,079.4				\$21,150.0	
16	D1	I-25	FY27 Q2	Nogal Canyon Bridge Replacement	\$110,766.0	\$35,234.0				\$146,000.0	\$74,500.0
17	D1		FY27 Q2	Border Connector Highway	\$45,000.0				\$125,000.0	\$170,000.0	\$125,000.0
18	District 1 Total				\$341,447.3	\$66,185.0	\$26,005.9	\$45,000.0	\$125,000.0	\$603,638.3	\$199,500.0
19	D2	US-70	FY26 Q1	Ruidoso Downs ADA Improvements	\$1,574.8	\$268.4				\$1,843.2	
20	D2	US-380	FY26 Q1	Corridor Improvements, Priority 1	\$29,904.0	\$5,096.0				\$35,000.0	
21	D2	NM-128	FY26 Q2	NM-128 Reconstruction, Phase 2	\$13,609.7	\$1,673.6		\$40,000		\$55,283.3	
22	D2	NM-532	FY26 Q2	Gabion Basket Repair	\$5,993.2	\$920.0				\$6,913.1	
23	D2	NM-128	FY26 Q2	NM-128 Reconstruction, Phase 1	\$28,386.6	\$4,837.4	\$16,807		\$215	\$50,246.0	

NMDOT Construction Schedule, FY26 and FY27

(in thousands)

	District	Road	Letting	Project	Federal Funds	State Road Fund	General Fund	Other State Funds	Other Fund	Total	Reported Shortfall
24	D2	US-54	FY26 Q3	Pavement Rehabilitation, North of Tularosa	\$12,703.2	\$2,164.8				\$14,868.0	
25	D2	US-54	FY26 Q3	Pavement Rehabilitation, North of Tularosa	\$11,952.2	\$2,036.8				\$13,989.0	
26	D2	US-380	FY26 Q3	Pavement Rehabilitation	\$10,286.1	\$1,752.9				\$12,039.0	
27	D2	NM-212	FY26 Q4	Bridge Replacement, Fort Sumner	\$2,306.9	\$393.1				\$2,700.0	
28	D2	US-60	FY27 Q1	Downtown Clovis, Phase II	\$35,910.7	\$6,119.6				\$42,030.3	
29	D2	NM-48	FY26 Q3	Brady Canyon CMP Replacement/Upper Canyon Erosion Control	\$2,578.8	\$421.2				\$3,000.0	
30	D2	US-70	FY27 Q2	Bridge Preservation, North of Roswell	\$5,126.4	\$873.6				\$6,000.0	
31	D2	NM-24	FY27 Q4	Bridge Replacement, Bear Canyon	\$1,025.3	\$174.7				\$1,200.0	
32	District 2 Total				\$161,357.9	\$26,732.1	\$16,807.4	\$40,000.0	\$214.6	\$245,111.9	
33	D3		FY26 Q1	Rail Road Crossing Replacement, Lorraine Ct. and Jefferson St. NM, Albuquerque	\$675.0	\$75.0				\$750.0	
34	D3	NM-313	FY26 Q2	Timber Bridge Replacement	\$8,771.2	\$1,494.7				\$10,266.0	
35	D3	I-40	FY27 Q1	Embudo Channel Improvements	\$8,544.0	\$1,456.0				\$10,000.0	
36	D3	I-40	FY27 Q2	Bridge Reconstruction, Tijeras	\$31,180.7	\$5,313.6				\$36,494.3	
37	D3	NM-304	FY27 Q2	Bridge Replacements, Veguita	\$6,242.7	\$1,063.8				\$7,306.6	
38	District 3 Total				\$55,413.7	\$9,403.1				\$64,816.9	
39	D4	I-25	FY26 Q1	Springer North Interchange Bridge	\$16,815.0	\$2,865.5				\$19,680.4	
40	D4	NM-36	FY26 Q2	Pecos Canyon Bridge Landscaping	\$222.1	\$37.9				\$260.0	
41	D4	NM-94, NM-434	FY26 Q3	Calf Canyon/Hermit Peak Flood Mitigation, Phase I	\$4,006.4	\$599.6				\$4,606.0	
42	D4	I-25	FY26 Q3	US-64/87 Interchange (Exit 452)	\$23,538.7	\$4,011.3				\$27,550.0	
43	D4	NM-91	FY26 Q4	Replace Bridge over El Rito Creek (Santa Rosa)	\$1,452.5	\$247.5	\$5,000			\$6,700.0	
44	D4	NM-65	FY26 Q4	Pedestrian Safety Improvements	\$3,217.5	\$357.5				\$3,575.0	

NMDOT Construction Schedule, FY26 and FY27

(in thousands)

	District	Road	Letting	Project	Federal Funds	State Road Fund	General Fund	Other State Funds	Other Fund	Total	Reported Shortfall
45	D4	I-25	FY27 Q1	Watrous Game Fence Project	\$5,502.6	\$724.2				\$6,226.8	
46	D4	NM-105, NM-276	FY27 Q2	Calf Canyon/Hermit Peak Flood Mitigation, Phase II	\$5,045.2	\$754.8				\$5,800.0	
47	D4	NM-104	FY27 Q2	Bridge Replacements, Near Conchas Dam	\$16,761.6	\$3,238.4				\$20,000.0	
48	D4	I-25	FY27 Q2	Pavement Rehabilitation, South of Raton	\$18,355.8	\$3,128.1				\$21,483.9	
49	District 4 Total				\$94,917.5	\$15,964.7	\$5,000.0			\$115,882.2	
50	D5	I-25	FY26 Q1	Pavement Rehabilitation, Near Santa Fe	\$29,396.2	\$5,009.5		\$12,200		\$46,605.6	
51	D5	NM-68	FY26 Q2	NM 68/NM 240 Intersection Improvements			\$2,500			\$2,500.0	
52	D5	US-550	FY26 Q2	Pavement Rehabilitation, North of Aztec	\$18,832.4	\$3,209.3				\$22,041.6	
53	D5	US-64	FY26 Q2	US-64, Phase IV	\$40,625.5	\$9,269.3				\$49,894.8	
54	D5	NM-337	FY26 Q3	Bridge Replacement	\$8,971.2	\$1,528.8				\$10,500.0	
55	D5	US-60	FY26 Q4	US-60 Bridge Reconstruction	\$21,085.8	\$3,593.3	\$1,500			\$26,179.1	
56	D5	NM-554	FY27 Q1	El Rito Creek Bridge	\$4,222.8	\$719.6				\$4,942.4	
57	D5	US-64	FY27 Q2	Re-coating the Taos Gorge Bridge	\$17,088.0	\$2,912.0				\$20,000.0	
58	D5	US-84	FY27 Q2	Ghost Ranch Bridge Replacement	\$12,463.2	\$2,123.9				\$14,587.0	
59	D5	US-64	FY27 Q2	Hogback Rockfall Mitigation Project	\$1,739.2	\$260.8				\$2,000.0	
60	D5	US-64	FY27 Q2	Safety Improvements, Shiprock	\$30,190.4	\$4,309.6				\$34,500.0	
61	D5	I-40	FY27 Q2	I-40 Pavement Preservation, West of Clines Corners	\$15,379.2	\$2,620.8				\$18,000.0	
62	D5	US-64	FY27 Q2	Reconstruction, Phase V				\$33,829		\$33,828.8	\$33,800.0
63	D5	NM-14	FY27 Q4	Cerrillos Road (Santa Fe) Reconstruction				\$0		\$0.0	\$48,000.0
64	District 5 Total				\$199,993.9	\$35,556.8	\$4,000.0	\$46,028.8		\$285,579.4	\$81,800.0
65	D6	I-40	FY26 Q1	I-40 in Gallup	\$15,909.1	\$2,711.1				\$18,620.2	
66	D6	I-40	FY26 Q1	Corridor Drainage Improvement, Near Church Rock	\$4,675.5	\$796.8		\$62,800		\$68,272.2	

NMDOT Construction Schedule, FY26 and FY27

(in thousands)

District	Road	Letting	Project	Federal Funds	State Road Fund	General Fund	Other State Funds	Other Fund	Total	Reported Shortfall
67 D6	US-60, US-491, US-550	FY26 Q1	Re-Striping Federal Highways in Transportation District 6	\$7,177.0	\$1,223.0				\$8,400.0	
68 D6	I-40	FY26 Q1	Re-Striping, through Transportation District 6	\$4,101.1	\$698.9				\$4,800.0	
69 D6	NM-118	FY26 Q2	Bridge Rehabilitation, Between Manulito and Purty Rock	\$2,635.8	\$654.9				\$3,290.7	
70 D6	NM-612	FY27 Q1	Drainage Improvements, Near Bluewater Lake	\$4,272.0	\$728.0				\$5,000.0	
71 D6	I-40	FY27 Q2	Bridge Deck Rehab, Near Grants	\$7,561.4	\$1,288.6				\$8,850.0	
72 D6	I-40	FY27 Q2	Bridge Replacement, Big Rock Canyon	\$39,890.8	\$9,265.2				\$49,155.9	\$12,700.0
73 D6	I-40	FY27 Q3	Median Barriers, Near Continental Divide	\$3,600.0	\$400.0				\$4,000.0	
74 D6	I-40	FY27 Q4	Interchange at US-491, Gallup	\$15,891.8	\$2,708.2				\$18,600.0	
75 D6	US-491	FY27 Q4	Bridge Rehabilitation, Yah-Ta-Hey	\$1,708.8	\$291.2				\$2,000.0	
76	District 6 Total			\$107,423.3	\$20,765.7		\$62,800.0		\$190,989.1	\$12,700.0
77	Statewide Total			\$960,553.6	\$174,607.4	\$51,813.3	\$193,828.8	\$125,214.6	\$1,506,017.7	\$294,000.0

Note: Project costs excludes preliminary engineering and right-of-way acquisition costs.

Source: Statewide Transportation Improvement Program; NMDOT