



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



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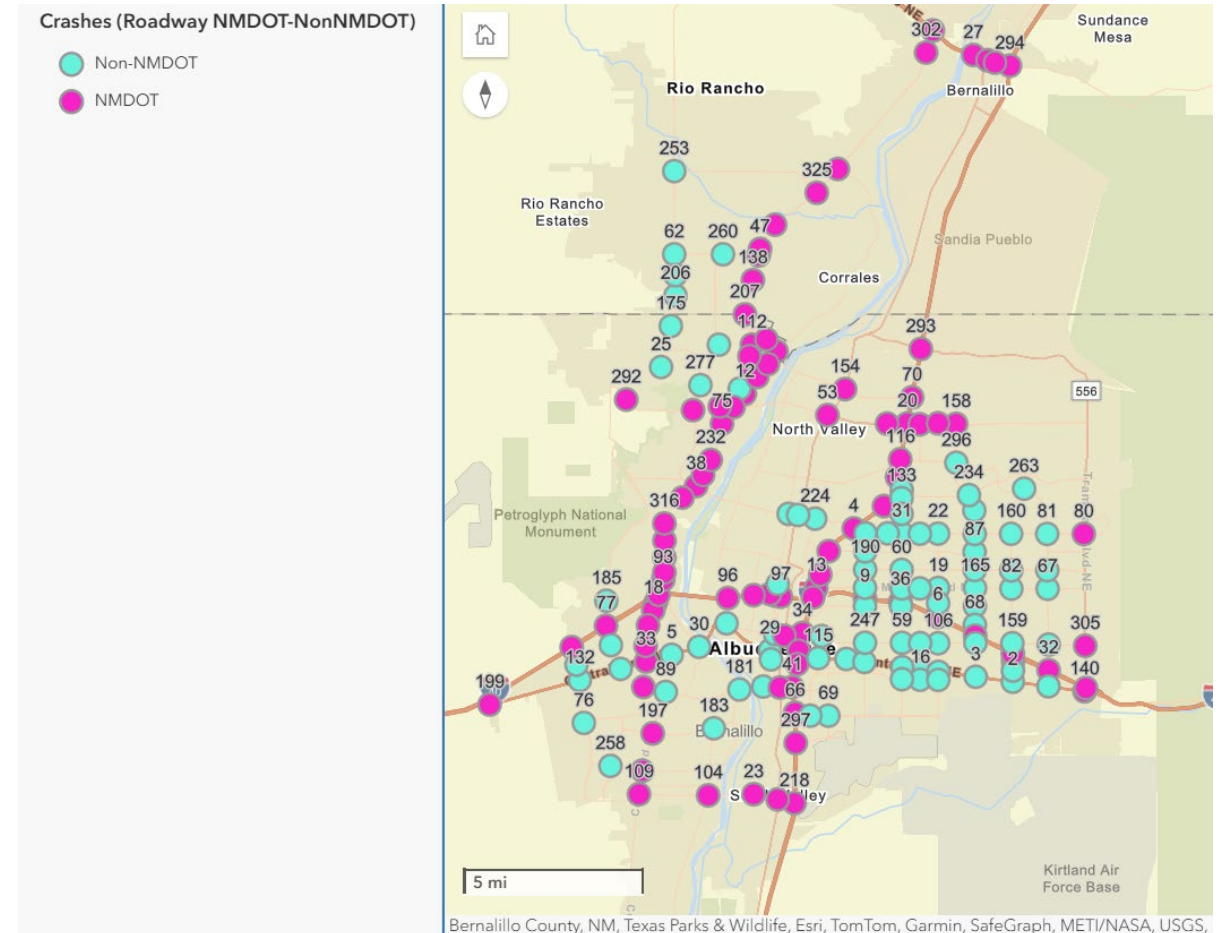
Transportation Safety in New Mexico

Legislative Finance Committee

WHERE IS NEW MEXICO IN SAFETY

- New Mexico has the **highest rate** of pedestrian fatalities in the nation, according to the Governor's Highway Safety Association, with 99 pedestrians killed in 2023 alone. Third consecutive year we've held this top ranking.
- **3rd in the nation** for crash fatalities according to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System.
- Forbes Advisor Study ranked New Mexico as the state with **the worst drivers** in January 2025.
<https://www.forbes.com/advisor/car-insurance/worst-drivers-by-state/>
- **Most dangerous** state to drive in by Everly Life Road Safety Index Report.
- Ranked **38th in the Nation** in Highway Performance and Cost-Effectiveness by Reason Foundation. <https://reason.org/highway-report/28th-annual-highway-report/>
- Forbes Advisory Study uses 8 measures: number of fatal car accidents, Number of drunk drivers, number of fatal car accidents involving a distracted driver, number of fatal car accidents involving a drowsy driver, number of fatal car accidents involving a driver who was driving too fast for conditions, speeding or racing,
- Everly Life Road Safety Index uses total accidents, road traffic fatalities per capita (double weight), and pedestrian fatalities per capita to determine its rankings.
- The Reason Foundation reviews 13 categories, including highway expenditures per mile, Interstate and primary road pavement conditions, urbanized area congestion, bridge conditions, and fatality rates

COMPLEXITY OF ENDING TRAFFIC FATALITIES DIVERSE PARTNERSHIP IS NEEDED



CRASH DATA ALONE DOES NOT TELL THE FULL STORY OF TRANSPORTATION SAFETY

WHAT IS THE DIFFERENCE BETWEEN BEING #1 AND #50 IN PEDESTRIAN FATALITIES



New Mexico*

- Land: 121,365 sq mi¹
- Population: 2.130 M¹
- Median Household Income: \$60,980²
- 33 Hospitals, 1 Level I Trauma Center, 3,951 Staffed Beds³
- Percent of People Covered by Medicaid/CHIP: 33.5%⁴
- Homeless Point-in-Time Count: 3,241⁵
- Average age of vehicle: 13.9 years⁶
- Unemployment Rate: 4.3%⁷
- Real GDP Quarterly Estimate: \$112B⁸
- Visitor Spending Impact: \$8.6 B⁹
- Suicide Rate: 37.2 per 100,000¹⁰
- Drug Overdose Deaths: 51.6 per 100,000¹⁰
- 4 yr old ECE access ranking: 12¹¹
- Meets 9 out of 10 benchmarks in ECE Quality Standards¹¹
- Traffic Fatalities Countermeasures Implemented: 7¹²

Iowa*


- Land: 56,273 sq mi¹
- Population: 3.241 M¹
- Median Household Income: \$71,400²
- 37 Hospitals, 2 Level I Trauma Center, 5,907 Staffed Beds³
- Percent of People Covered by Medicaid/CHIP: 20.6%⁴
- Homeless Point-in-Time Count: 2,315⁵
- Average age of vehicle: 7.67 years⁶
- Unemployment Rate: 3.4%⁷
- Real GDP Quarterly Estimate: \$201B⁸
- Visitor Spending Impact: \$10.9⁹
- Suicide Rate: 17.5 per 100,000¹⁰
- Drug Overdose Deaths: 15.3 per 100,000¹⁰
- 4 yr old ECE access ranking: 5¹¹
- Meets 8 out of 10 benchmarks in ECE Quality Standards¹¹
- Traffic Fatalities Countermeasures Implemented: 2¹²

COORDINATE

COMMUNICATE

CREATE

CULTIVATE

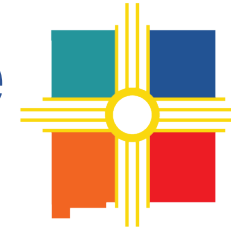
Safety Corridor Program	Coordinated Task Force	Research and Data Agenda	NMDOT Safety Related Plans Standards	Road Rage Behavior Change Campaign	Safety Audits Centering Social Conditions	NM Pedestrian Sheds
Design Road Safety Audits	Road Safety Professional Certification	Local Govnt Maintenance Off-Price	Safety Data Dashboard	Transportation Safety Summit	Predictive Growth of ATU	Tribal Transportation Safety Summit
Crash Studio Review Team	Counter-measures Lab	Policy Omnibus Package	Near Miss Risky Behavior Report	Safety Engineer Role	County Roadway Safety Plans	Safety Culture Program
Setting Maintenance Safety Standards	 				Safety Section of Road'eo	
Improving Data Collection and Analysis					Contractor Safety Standards	
New Mexico Department of Transportation						
Behavior Change Campaigns	EnDWI Implementation Plan	Reduce Vehicle Miles Travelled	Communications	Driver's Ed Curriculum and Testing	Project Lifespan & Prioritization	
New Mexico Coalitions						
Land Use Strategies		STRIVE Report		Freight Associations Collaboration		



TARGET ZERO RECURRING FUNDING REQUEST

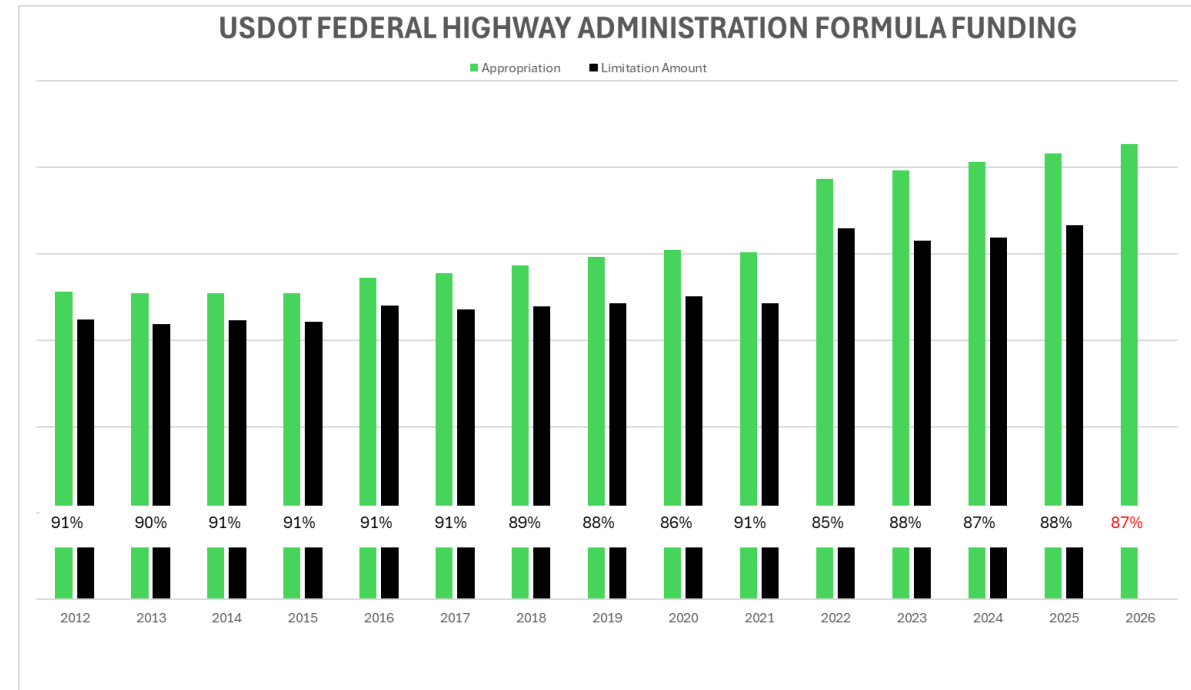
- Safety Corridor Program
 - Set Aside Funding for Targeted Safety Efforts on Roads with Higher Fatality or Serious Injury Rates
- Crash Studio Reviews
 - Set Aside Funding to Implement Quick Low-Cost Safety Improvements
- Data Collection and Analysis

Federal Funding – Past, Present, Future



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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%



- ❖ 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

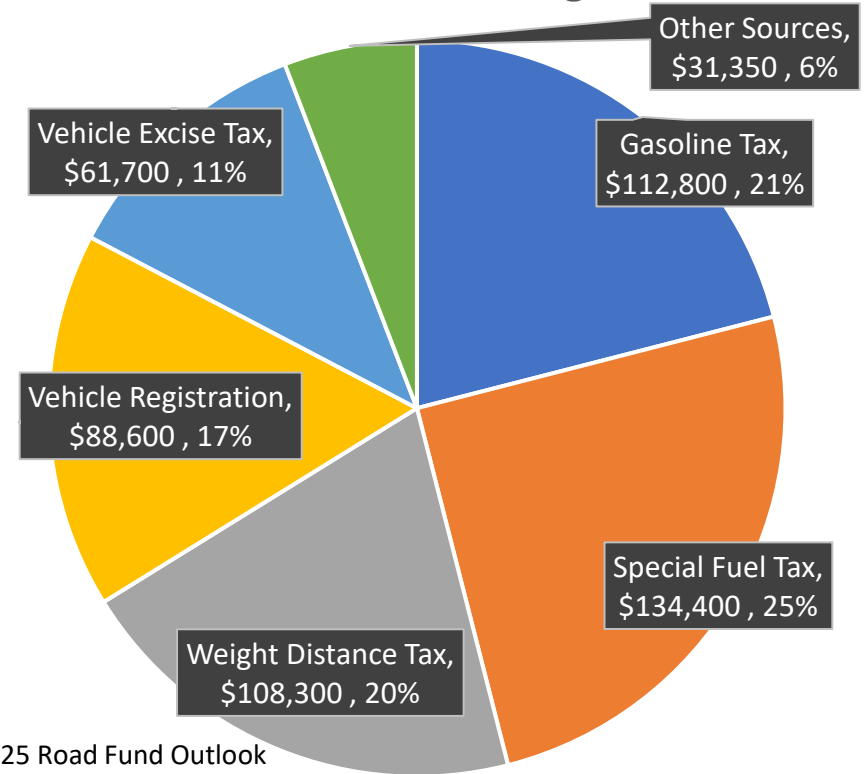
State Road Fund Funding Overview



- ❖ 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.

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

2025 Legislative Outcomes



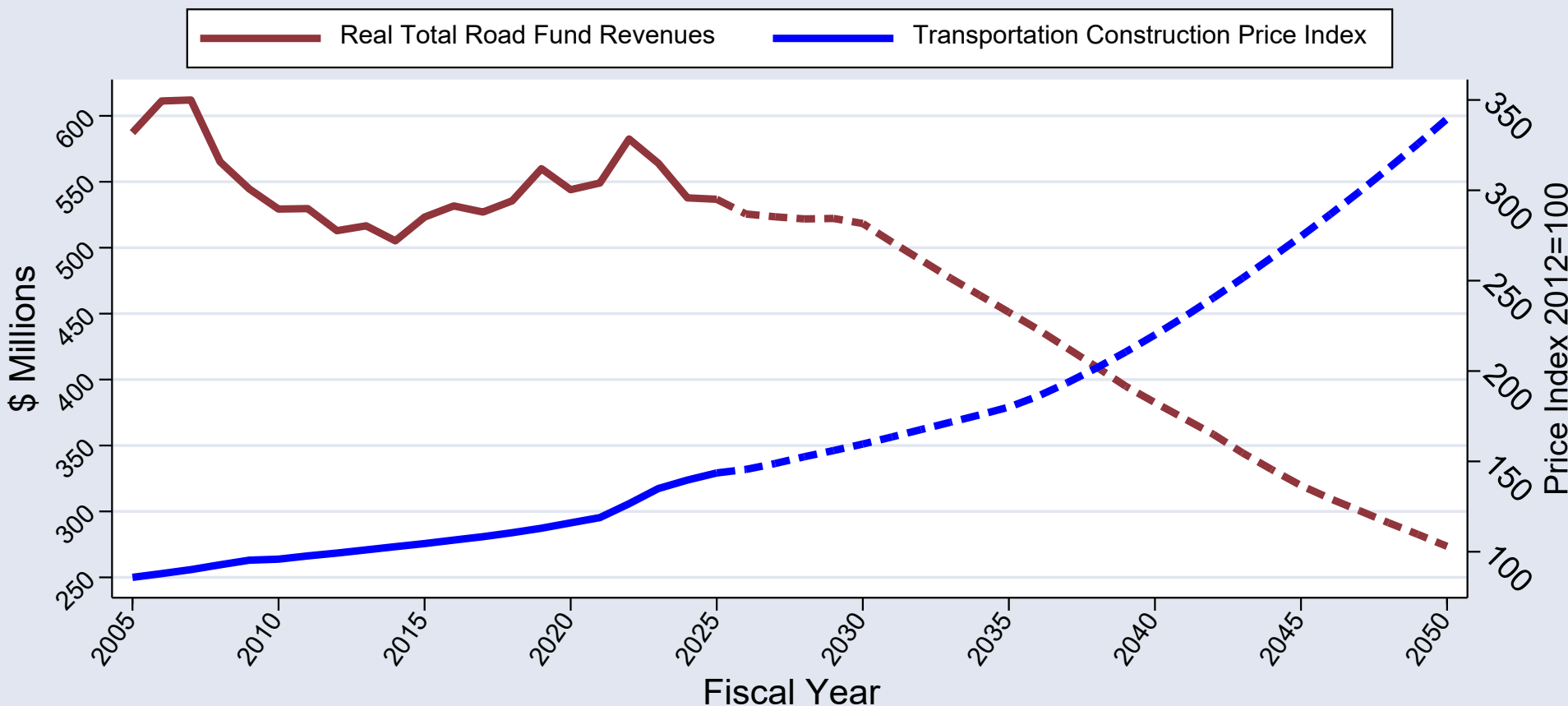
- HB2 One-Time Appropriations
 - \$16.5 Million for Rural Air Service Enhancement – special provisions for new service, Las Cruces and Gallup airports
 - \$12 Million for equipment
 - \$65 Million for maintenance -- \$10M per district
 - \$50 Million for wildlife corridors
 - \$8 Million for beautification
 - \$38 Million for Transportation Project Fund
- Capital Outlay
 - \$10 Million for EV Charging
 - \$6 Million for Patrol Yards
- HB2 also provides for a 4% pay increase for non-probationary employees

Increasing REAL State Road Fund and Cost of Road Construction



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Real Total Road Fund Revenues and Transportation Construction Price Index



❖ Real State Road Fund recurring revenue is expected to **shrink 50% by 2050.**

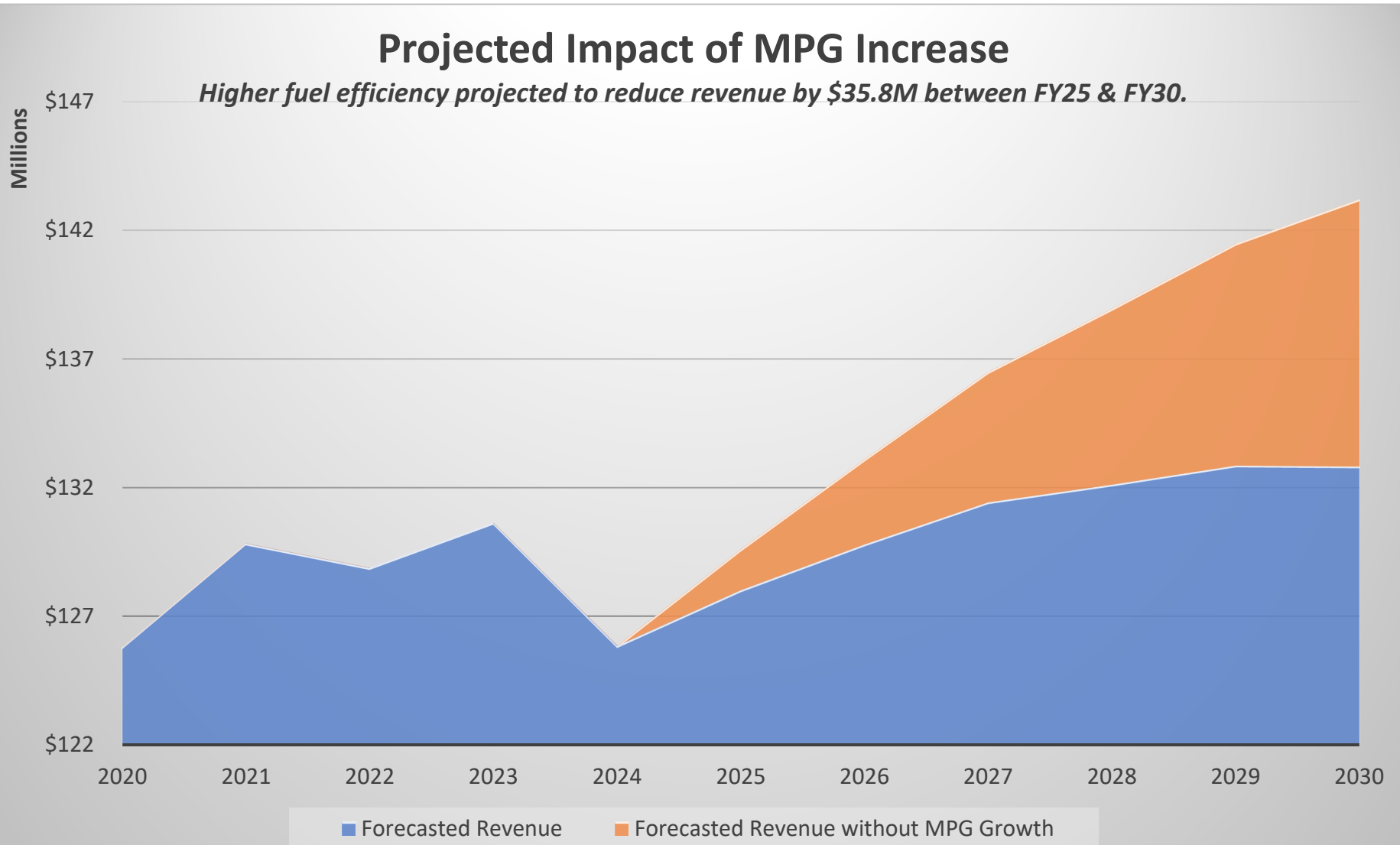
❖ -2.0% average annual growth rate

❖ Road construction costs are expected to **grow 136% by 2050.**

❖ 5.5% average annual growth rate.

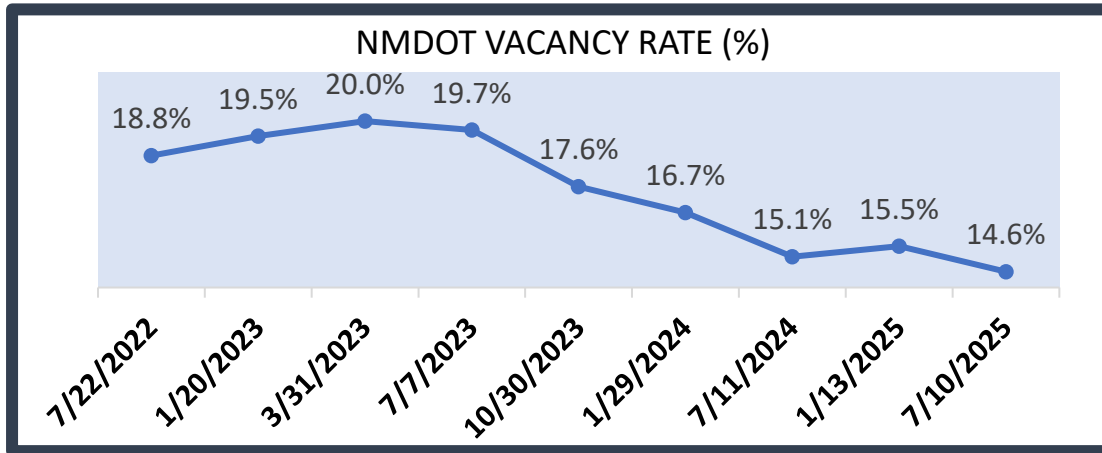
Road Fund: Near term forecast based on NMDOT's July 2025 Road Fund Outlook.
Longer term forecast based on projections from S&P Global.
Total Road Fund Revenues in 2025 dollars. Sources: BEA, S&P Global

Forecasted Fiscal Impact of MPG Growth on State Road Fund

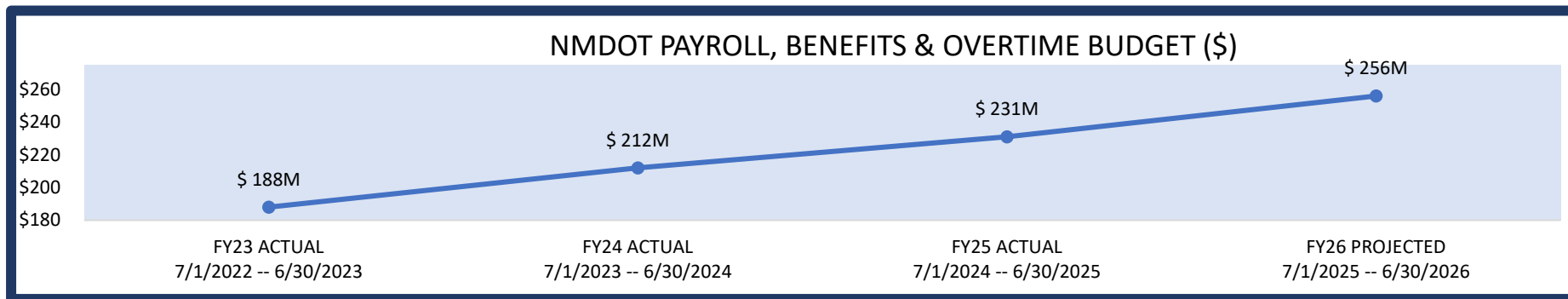


- ❖ Average MPG is expected to **grow 7.8%** from 22.14 in FY24 to 23.87 by FY30.
- ❖ Orange area shows the forecasted revenue lost due to increased MPG.
 - ❖ Total impact: **-\$35.8M (FY24-FY30)**
 - ❖ Assuming MPG remained constant from FY24 onward compared to forecasted gasoline revenue.

Increased Pressure on State Road Fund Revenues -- Payroll



- Vacancy rate reduction by more than 100 employees.
- 21% increase to avg. pay for engineers.
- 14% increase to avg. pay for highway maintenance workers.
- \$68M increase (36%) to payroll in benefits between FY23 and FY26.



Major Construction Priorities



District	Project	Total Cost	Grant Award	Other Funds	Gap	Letting Date
1	NM213/404 Interchange	\$126,000,000.00	\$0.00	\$126,000,000.00	\$0.00	Oct-25
1	I25/Nogal Canyon Bridge Replacement	\$146,000,000.00	\$71,500,000.00		\$74,500,000.00	Nov-26
1	Border Highway Connector	\$170,000,000.00	\$45,000,000.00		\$125,000,000.00	Nov-26
2	NM128 Road Reconstruction	\$100,000,000.00	\$0.00	\$100,000,000.00	\$0.00	Oct-25
2	Downtown Clovis, US 60 Reconstruction	\$48,600,000.00	\$0.00	\$48,600,000.00	\$0.00	Oct-26
2	NM 128 reconstruction, widening & intersection	\$45,200,000.00	\$36,100,000.00	\$2,700,000.00	\$6,400,000.00	Dec-27
2	Downtown Texico Reconstruction	\$91,300,000.00	\$73,100,000.00	\$8,200,000.00	\$10,000,000.00	Dec-28
3	Carnuel Bridge Replacement	\$36,500,000.00	\$0.00	\$36,500,000.00	\$0.00	Oct-26
3	Rio Bravo Bridge Replacement	\$133,000,000.00		\$133,000,000.00	\$0.00	Apr-25
3	I25 Gibson Blvd. Interchange	\$150,000,000.00	\$0.00	\$0.00	\$150,000,000.00	Dec-28
4	I25/US64/87 Interchange Reconstruction Raton	\$27,300,000.00	\$0.00	\$27,300,000.00	\$0.00	Jun-26
4	NM104 Conchas Bridge Replacement	\$20,000,000.00		\$20,000,000.00	\$0.00	Dec-26
5	I-25 Pavement Rehabilitation MP 276 to MP 291	\$46,600,000.00		\$46,600,000.00	\$0.00	Dec-25
5	US 64 Reconstruction Ph IV between Az and Shiprock	\$49,900,000.00	\$29,480,000.00	\$20,420,000.00	\$0.00	Mar-26
5	US 64 Reconstruction in front of Shiprock Schools	\$34,500,000.00		\$34,500,000.00	\$0.00	Oct-26
5	US 64 Reconstruction Ph V between Az and Shiprock	\$33,800,000.00			\$33,800,000.00	Mar-27
5	NM 14 (Cerrillos Road) Urban Reconstruction	\$48,000,000.00			\$48,000,000.00	Jun-27
6	I-40 Corridor Drainage Improvements near Church Rock	\$68,300,000.00		\$68,300,000.00	\$0.00	Sep-25
6	I-40/Rio Puerco Bridge Replacement	\$49,200,000.00	\$30,440,000.00	\$6,060,000.00	\$12,700,000.00	Oct-26
6	Allison Road Corridor Ph A, New Bridge over BNSF	\$56,100,000.00	\$44,900,000.00		\$11,200,000.00	May-28

Major Construction Priorities Funding Gaps



Total Priority Project Costs	\$1,480,300,000.00	
Total Grant Funds	\$330,520,000.00	Funds at risk if project gaps are not met.
Total Other Funds Obligated	\$678,180,000.00	
Total Gap in Priority Projects	\$471,600,000.00	
Gap on Grant-Funded Projects	\$273,600,000.00	

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 -- >\$72M/annually
 - 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)