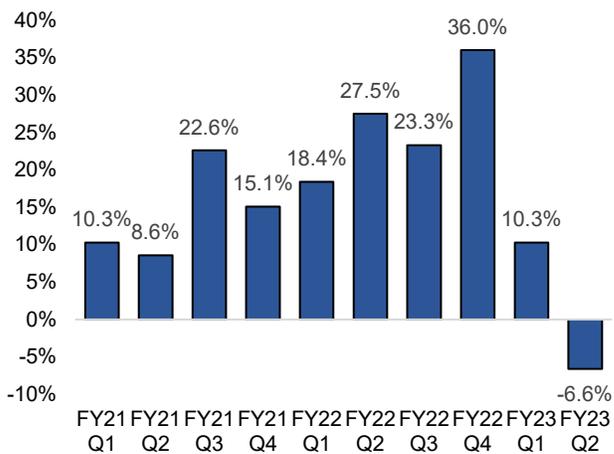


ACTION PLAN

Submitted by agency?	Yes
Timeline assigned?	No
Responsibility assigned?	No

After years of worsening road conditions, the Department of Transportation (NMDOT) reports investments in state roads are improving conditions. In recent years, the Legislature has made significant nonrecurring appropriations for road construction and maintenance, which the department has used to exceed targets for pavement preservation. Additionally, NMDOT has done well managing projects, generally completing projects on time and on budget. However, the department has experienced price spikes and delays due to supply chain disruptions affecting the broader economy.

Bid Price Over Estimate, By Quarter



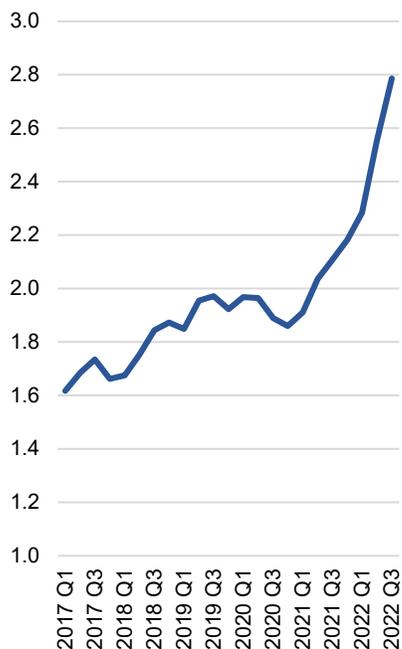
Source: NMDOT

Project Design and Construction

To judge the performance of the department's project planning and execution, measures covering the ability of the department to plan and complete projects on time and within budget are tracked. The department has significantly improved its ability to put projects out to bid as scheduled. NMDOT scheduled 11 projects for bid in the second quarter and all 11 projects were put out to bid. NMDOT reports maintaining a project-letting schedule is a key goal of the department; maintaining the schedule allows the contracting community to appropriately plan for upcoming projects.

On-time project completions fell significantly in FY23, from 91 percent in the fourth quarter of FY22 to 75 percent of the projects in the first and second quarters of FY23. Global supply chain issues and increases in the number of construction projects generally continue to pose operational challenges for the department. The department reports construction costs have climbed, although cost overruns once the project is bid are minimal. For the first quarter of FY23, construction projects closed \$1.1 million over budget, but below the 3 percent target. However, the department noted projects in FY22 were bid significantly higher than engineers' estimates. Although the spread between the bid and the initial estimate has narrowed, NMDOT reports this is because of improved estimating practices and not because project costs are falling.

National Highway Construction Costs Index



Source: Federal Highway

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	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
Budget: \$772,174.5 FTE: 368							
Percent of projects let to bid as scheduled.	77%	98%	75%	92%	100%		G
Projects completed according to schedule	94%	89%	90%	75%	75%		R
Final cost-over-bid amount on highway construction projects	-0.2%	1%	3%	-0.6%	2.9%		G
Program Rating	G	G	G	G			G

Highway Operations

For FY22, the department substantially surpassed the target for roadway preservation, but year-over-year performance has dipped. For FY23, 1,890 miles have been preserved, less than the first two quarters of FY22. Maintenance activity typically falls in the second and third quarters, as the department shifts to cold weather operations. Despite the year-over-year reduction, the department reports it is on track to meet the 3,500 mile target in FY23. Overall, the number of bridges rated in poor condition remains below target; in

PERFORMANCE REPORT CARD

Department of Transportation
Second Quarter, Fiscal Year 2023

future years, the department will have access to additional federal and state funds to remediate the 4 percent of bridges currently listed in poor condition.

	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
Budget: \$308,722.2 FTE: 1,859.7							
Statewide pavement miles preserved	3,852	4,373	3,500	907	983		G
Bridges in fair condition or better, based on deck area	96%	90%	95%	96%	96%		G
Program Rating	G	G		G			G

NMDOT assesses all New Mexico roads each calendar year using a pavement condition rating (PCR) score to measure roadway conditions. For calendar year 2021, road condition data shows significant improvement in New Mexico's roadways, which reflects the significant additional resources appropriated by the Legislature for road maintenance activities.

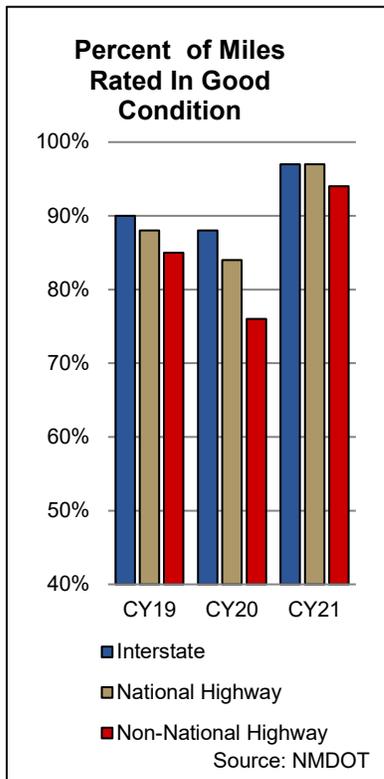
A PCR score of 45 or less indicates a road in poor condition. In 2021, the average PCR score for the state was 72.1, up from the average 2020 score of 54.9 and average score of 57.4. The number of lane miles with a rating of below 45 fell by nearly 80 percent, from 6,805 in 2020 to 1,451 in 2021.

	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Target	2021 Actual	Rating
2021 Road Condition Survey							
Interstate miles rated fair or better	93%	95%	90%	88%	>90%	97%	G
National highway system miles rated fair or better	89%	97%	88%	84%	>86%	97%	G
Non-national highway system miles rated fair or better	79%	84%	85%	76%	>75%	95%	G
Lane miles in poor condition	4,606	3,783	4,420	6,805	<5,425	1,451	G
Program Rating	G	G	G	Y			G

Modal

The department's Modal Program is responsible for traffic safety initiatives, as well as transit programs and the Aviation Division. NMDOT's reported traffic fatalities reflect a broader nationwide trend of increased traffic fatalities, with federal data indicating more traffic fatalities in 2021 than in any year since 2005. New Mexico's traffic fatalities have been above targets, although the department has reported fewer alcohol-related fatalities.

Even with a 75 percent reduction in fares, the Rail Runner continues to struggle with ridership, although ridership is on track to surpass FY22 totals. While ridership has nearly doubled from the prior year, the reported amount is only 70 percent of prepandemic ridership levels. Additionally, the department's "park and ride" service is not on track to meet its target in FY23. However, both services could see additional ridership in the third quarter, when most state agency employees were required to return to the office.

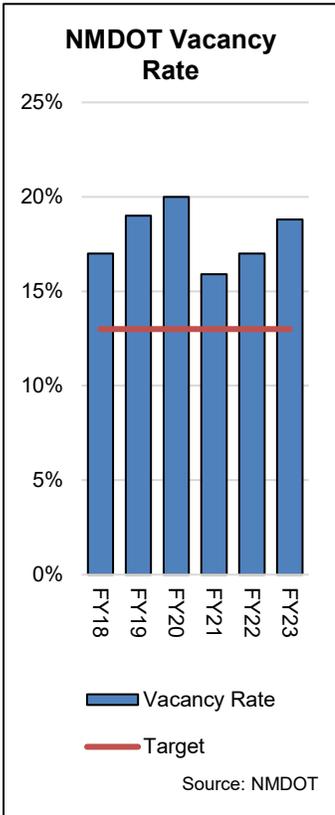


Special Transportation Appropriations

GAA of 2023

for regional airports	\$55,000,000
for state roads, MIPS	\$232,000,000
for wildlife corridors	\$5,000,000
for ports of entry*	\$7,000,000
Total	\$299,000,000.00

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



Budget: \$75,605.0	FTE: 126	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
		411	464	<400	139	118		R
		113	72	<150	35	23		G
		298	392	<250	104	95		R
		171	193	<140	59	45		R
		76	100	<85	19	33		R
		53.6	100.4	235	36.5	31.5		R
		40.9	317.2	N/A	137.5	127.9		R
		R	R					R

*Measure is classified as explanatory and does not have a target.

Program Support

NMDOT reports departmental safety initiatives are reducing workplace injuries and the department is on track to beat targets, as well as reduce the number of injuries from the prior year. Of the seven employee injuries in the first quarter, only one injury occurred in a work zone, a significant improvement from FY22 and FY21. While the department's current vacancy rate is well above target, it remains below overall state employee rates.

Budget: \$48,544.5	FTE: 252.8	FY21 Actual	FY22 Actual	FY23 Target	FY23 Q1	FY23 Q2	FY23 Q3	Rating
		15.9%	17%	13%	18.8%	19.3%		Y
		35	59	90	10	7		G
		93%	93%	90%	94%	92%		G
		11	17	35	1	1		G
		G	G					G

*Measure is classified as explanatory and does not have a target.